



Rendezvous IN THE PACIFIC NORTHWEST

by Ronald O. Smith and Lynda Falkenstein



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A NOTE FROM THE AUTHORS

This is the story of a region called the Pacific Northwest, a land of high mountains, wide deserts, and tall trees. It is both a rugged and a gentle land bounded by the sea and by mountains. But most of all this is the story of the people who have lived here and the people who live here now. From the first inhabitants to the explorers by sea and by land, to the early settlers and the later immigrants it is a story of man against man or man against nature. These stories are in many ways quite different, but together they are the story of the Northwest:

This book tries only to introduce you to the people and the land. It is the hope of the authors that this brief story will encourage you to expand your knowledge of the region in which you live.

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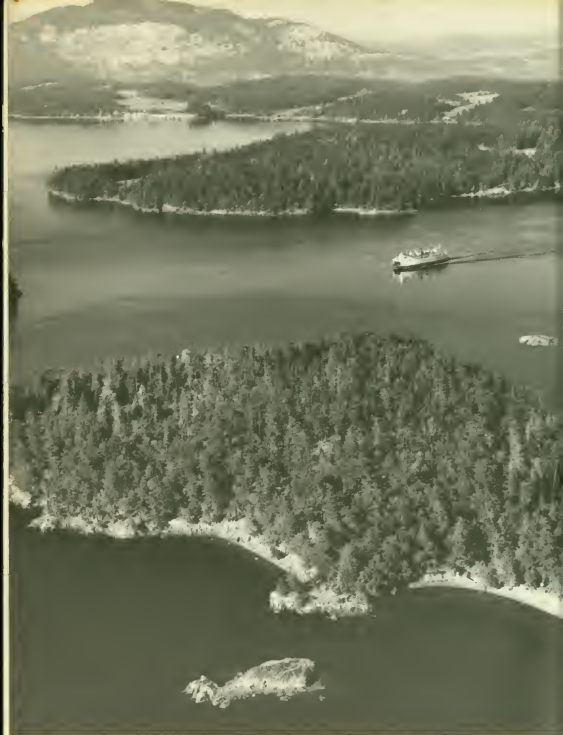
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San Juan Islands in Puget Sound

CHAPTER I

The Shape of the Land

Before the people came there was only the land and the water. The mountains and the plains were there, the deep valleys and the canyons, and the ocean pounding away at the land, ceaselessly tearing down and building up. Lakes formed, small streams flowed into larger ones all joining to make mighty rivers like the Columbia. Change was almost always slow. Fire, or water, or wind sometimes changed the land rapidly, but only in small parts of the vast Pacific Northwest. In past ages, of course, glaciers ground away at the land, in places there was violent volcanic activity, and even today earthquakes sometimes shake the land. Except for natural disasters, it was not until modern man with his heavy machinery moved in to dam the rivers and tear down the hills that we saw rapid change.

COMMON PROBLEMS

The region called the Pacific Northwest is a huge land of more than a quarter million square miles, including the states of Idaho, Oregon, and Washington. This region has a common historical heritage, similar economic problems, and a language and culture common to all of it.

Explorers seeking the fabled Northwest Passage across the North American Continent began coming in the region from the East. Throughout Europe and eastern United States there was a great demand for furs. Great fur companies were formed by the British and the Americans and these rivals fought fiercely for the rich trade in the area. The trappers were indeed not far behind the explorers.

The future claims of the United States to the region were based on the discovery of the Columbia River by Captain Gray, and on the overland expedition of Lewis and Clark. It was added to the United States as a unit by the terms of the treaty with Great Britain in 1846 which settled the boundary between Canada and the Oregon Country, as the Pacific Northwest was then known. From this joint occupancy the

region inherited a common language, common traditions, and a way of life.

As the region was settled and grew it had the same economic problems and needs. It was far removed from the centers of finance, marketing and manufacturing. It had to rely on its natural resources for development and until recent years these resources had to be shipped elsewhere for processing. Cheap and efficient transportation was one of the common needs.

A LOOK FROM SPACE

From far out in space an astronaut would see the rugged Rocky Mountain range rising to over 10,000 feet in elevation to separate the region from the rest of the United States and is an obvious barrier to

The Columbia River System Photographed from 569 Miles Out in Space



any westward movement overland from that direction. On the west is the Pacific Ocean. The northern and southern boundaries of the region are more difficult to define. But once again close inspection reveals that in the northern parts of the region the rivers are flowing southward into the Columbia River, and in the southern part of the region the rivers flow northward into the Columbia. The drainage pattern of the Columbia River thus shapes the physiography of the Pacific Northwest.

Within the region the land rises irregularly from the Pacific Ocean on the west to the Rockies on its eastern boundary. The Coastal Plain, three mountain ranges, the Lowlands, The Plateau, and the Columbia River system are interesting to study.

THE COASTAL PLAIN

The Coastal Plain is a long and narrow strip of land running along the edge of the Pacific Ocean. In some places it narrows to headlands that rise abruptly from the sea. In other places the coastal plain is broken by the tidal estuaries of the rivers that flow into the sea. These changing land forms make the Northwest coast both rugged and beautiful.

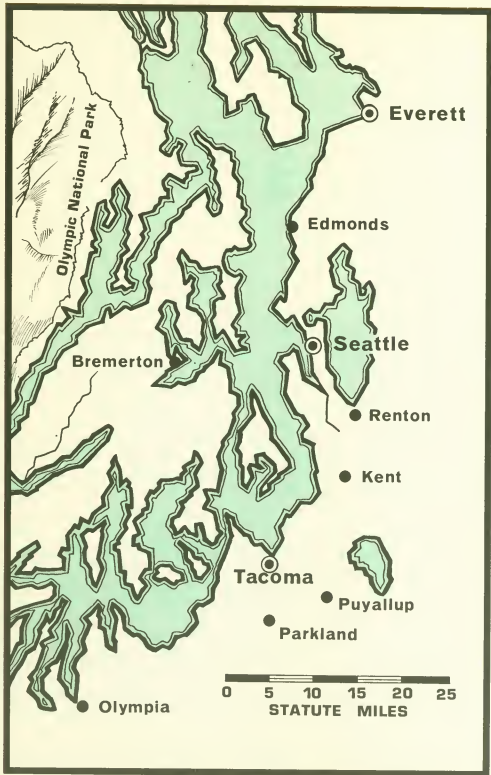
Separating the Coastal Plain from the Lowlands is a range of mountains stretching from the Olympic Peninsula south for two hundred and fifty miles.

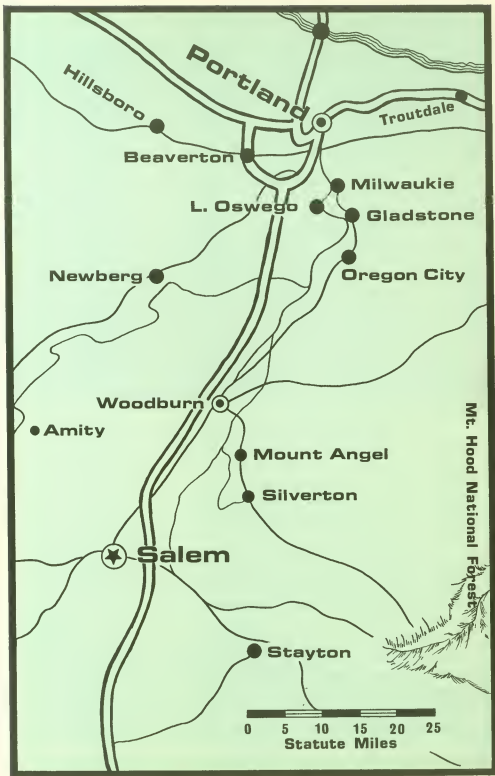
In the center of this peninsula rising to nearly 8000 feet is Mount Olympus. From this high point there is a gradual descent to about 2000 feet above sea level where it breaks sharply to a low coastal plain along the ocean. Geologists describe a mountain area like the Olympic Peninsula as a massif.

THE COAST RANGE

Below the Olympic Mountains but separated from it by a lowland area the Coastal Range stretches southward. Mary's Peak, which reaches a height of 4000 feet, is the high point along the range.

The narrow coastal rim and bordering range of mountains are clearly under the influence of the ocean as far as climate is concerned. The annual temperature range from summer to winter is only about 20 degrees in most places, with the mean temperatures ranging from 40 to nearly 60 degrees. While excessive temperatures, both hot and cold, do occur they are rare. The same is true of snowfall. High winds and fog are frequent. Rainfall is heavy varying from 60 to over 100 inches and falling mainly in the winter.





THE LOWLANDS

Between the Cascades and the Coastal mountains lies a lowland area about fifty miles wide and nearly 350 miles long. It is commonly referred to as the Willamette-Puget Sound Lowlands. The northern part is of glacial origin and drains northward into the Puget Sound. Further south it is an alluvial plain that drains either north or south into the Columbia River. Glaciation and sedimentation have produced local valleys and lowlands that are identified by their geographical features—the Bellingham Lowlands, Puget Sound Lowlands, Chehalis River Valley, Cowlitz River Valley, Willamette River Valley and Umpqua River Valley.

In the Willamette Valley-Puget Sound Lowlands are the rich farm soils. Although separated from the ocean by a low range of mountains the climate is greatly influenced by the marine air conditions. The winters tend to be mild and wet with very little snowfall in the valleys. The temperature range is from thirty to fifty-five as an average. Most of the annual rainfall, 35-40 inches, falls during the winter season. In spite of the large number of cloudy days the rainfall is not as heavy as one would suspect. The summer climate is also mild averaging around 65 degrees with little or no rainfall during the summer months.

CASCADE MOUNTAINS

The Cascade Mountains extend north to south across both western Oregon and Washington. In general they are fifteen to twenty-five miles wide and crest at about 6,000 to 8,000 feet. This crest is marked by a series of snow capped peaks of volcanic origin. Mt. Rainier rising to 14,407 feet is the highest point but there are also many other well known peaks. The Cascades are divided by a watergap through which the Columbia River flows at nearly sea level to the Pacific.

The Cascade Mountains can be considered a separate climatic region, but it is easier to think of them as a wall between the moist air from the Pacific and the drier more severe climate to the east. Just as the climates are different on the east and west slopes of the Cascades, so is the vegetation.

Colder in winter and hotter in summer, the eastern slope timberline is often near 5,000 feet. On the east slope there are stands of ponderosa pine, and in the lower northern slopes on the east side mixtures of ponderosa and Douglas fir. On the west side there is Douglas fir, higher up pine, spruce and hemlock. On both slopes the trees gradually give way to subalpine plants, then to permanent snow peaks at the top.



The Steens Mountains in the Plateau Country

PLATEAU COUNTRY

The central and southeastern part of the Pacific Northwest is usually called the Columbia Plateau, although it is not a true plateau because it does not rise sharply above the surrounding land. On the north, west, and east the Plateau is surrounded by mountains, and to the south it slopes gently toward the Great Basin.

Its surface is not generally flat, but is marked by rolling hills and mountains that rise 2,000 to 5,000 feet above the surrounding land often to elevations of 10,000 feet. Covering the central part of both Washington and Oregon, an irregular surface rises from the depressed area about Pasco, to a series of ridges or hills and some true plateau areas. Included in this area are such places as the Grand Coulee, Des-

chutes Plateau and River, Palouse Hills, the Wenatchee and Yakima Valleys.

THE UPLANDS

In the central part of this intermountain area there is a series of uplands. Included are those mountains known locally as the Ochoco, Blue, Wallowa and Seven Devils. Some of the separating valleys are Baker, Grande Ronde, John Day, and Wallowa. As a group these mountains are the highest between the Rocky and Cascade Mountains.

To the south and eastward from the Central Mountain region there is an area cut by many earth faults, and it is the scene of lava flows in recent geological history. Volcanoes are numerous. The elevation is generally between 4,000 to 5,000 feet. The Deschutes River is the only major stream in the area. Separating these lava plains and uplands from the Snake River Valley to the east are the Owyhee Mountains and the Owyhee River, which flows north and east into the Snake River.

The Snake River Valley forms a crescent for nearly four hundred miles across Southern Idaho. It varies in width from thirty to sixty miles and from 2,000 to 6,000 feet in elevation. It is a rich lava plain covered with alluvium remains of an ancient lake bed. In much of this land an observer from the Moon would feel perfectly at home.

THE ROCKY MOUNTAIN REGION

Along the eastern edge of the Pacific Northwest is the Rocky Mountain region. This area is much larger than most people think because they call parts of it by other names.

The Northern Rocky Mountain area includes parts of northern and central Idaho, northeastern Washington and extends into western Montana and northward into British Columbia. It is separated from the Middle Rocky Mountain area, which extends into southeastern Idaho by the Great Divide Basin, a region lower in elevation that provided passes over the Rocky Mountains for the early settlers moving westward.

In the Northern Rocky Mountain area are those landforms known as the Okanogan Highlands in Washington, and the Salmon River Mountains in Idaho, and also the lake areas found in the northern parts of Idaho and Washington. In geologic history the western mountains are considered young when compared to the Appalachian regions of the United States.



Hell's Canyon on the Snake River

THE ROCKIES IN THE PAST

The Region was once a trough filled with water. A long period of uplift disturbances followed that produced the vertical rise of the mountains and the folding and faulting of the land surface. Many parts of the area were also the scene of much volcanic activity. Today, after its long history of geological change, it is a region of high mountains divided by deep valleys. These mountains rise to 8,000 feet and often have higher peaks. The valleys are long and narrow, from ten to twenty miles wide, and all the streams drain into the Columbia River.

Among these valleys are those drained by the Okanogan, Kettle, Colville, Pend Oreille, Clearwater, Salmon, Boise, and Payette Rivers. In general appearance this subregion is shaped like a high half moon on the northern and eastern corner of the Pacific Northwest.

The Middle Rocky Mountains extend only into the southeastern corner of Idaho, including one of the few areas that drain south into the Great Salt Lake. This is the Bear River and Malad Valley.

ROCKY MOUNTAIN CLIMATE

The early emigrant moving westward over the Rocky Mountains on foot or on horseback would have found travel difficult in the summertime and almost impossible in the winter. An average annual snowfall is around fifty inches, but with many of the higher places having three or four hundred inches. January temperatures range between 10 and 25 degrees with temperatures of 30 to 70 degrees below zero possible. In summer the temperatures are mild, the rainfall moderate, and more than one half of the days are sunny.

The upper reaches of the mountains are covered by timber, mainly lodgepole pine, Douglas fir, and white pine. This gives way to a narrow transition zone of ponderosa pine that leads into a vast expanse of bunchgrass country, which then merges into sagebrush in western Idaho.

Further west the Snake River Valley land becomes more arid with the annual rainfall dropping to only five to fifteen inches, most of it falling in the winter season. In summer the days are hot and sunny, the winters cold, and the annual snowfall from ten to fifty inches.

COLUMBIA RIVER BASIN

The Pacific Northwest is such a diverse land of mountains and plains, of rivers and deep canyons that it would seem to be many lands if it were not for one geographic fact which ties it together. The small streams and the rivers all join each other to make the mighty Columbia River system and in effect tie the Northwest together.

Except for the mountain ranges along the southern border of the Pacific Northwest where the few streams like the Klamath and the Bear flow south most of the physiography is related to the Columbia River.

The Columbia River does look as if it were confined by mountain ranges. On the east are the Rocky Mountains, the high lands to the south, and the Cascades lie to the west of the river. However, the Columbia has cut a path through the Cascades and this provides a drainage route for the entire region. Past the Cascades and on its way to the ocean it comes to still another barrier. The Coastal Range blocks the river's path and forces it to flow north a short distance to find a way through the mountains for its passage to the sea. Even between the Coast Range and the Cascades the rivers still flow north and south into the Columbia keeping it the center of the region.



Examples of Wind and Water Erosion



NORTHWEST CLIMATE PATTERNS

Because the land is so variable the climate patterns of the Pacific Northwest range from strong marine influences to continental. Even these two general climatic patterns tend to be broken and varied because of local topography, altitude, and distance from the coast and mountain barriers. No general statement can be made that describes accurately the climate of the Pacific Northwest; it only hints at what to expect.

A CHANGING LAND

The lands that the western emigrants found were far different from those of today. Before the arrival of the white man in the nineteenth century earlier inhabitants had done little to change the land other than to carve inscriptions on rocks here and there, and to leave artifacts at their village sites.

It is only in the last one hundred and fifty years that man has changed his environment and created serious ecological problems. Man has used resources to his own advantage and improvement. He has also destroyed or threatened the very existence of other resources. The Pacific Northwest today has a very different image from the one that met the eye of the western emigrant. And in examining the experiences of the years past we must prepare an accountant's balance sheet. The gains created must be balanced with the losses.

THE WIDE OPEN SPACES

Even though many who have learned of the West only through fiction and television still believe it to be a land of open spaces, cowboys, and Indians. However, we find that over one half of the population now live in urbanized areas. By 1860 Seattle and Portland appeared in the urban census reports. Today there are 106 towns of over 2500 population in Washington, 72 in Oregon, and 36 in Idaho. The 1970 census shows a total urban population of 4,264,606 and a total rural population of 1,948,515 in the Pacific Northwest. City dwellers outnumber rural dwellers two to one even in the wide open spaces of the Pacific Northwest.

URBAN AREAS

If one were to go westward over the old emigrant trails, the first urbanized area one would reach would be Boise, Idaho with a population of 85,187. Boise is the capital city and trade center for Southwestern Idaho and Southeastern Oregon. It is also a center for tourists going



Street Scene in Spokane

to the nearby recreational areas. The arid sagebrush lands have been turned into fertile and highly productive agricultural lands by irrigation. The original settlement in 1862 was due to the discovery of gold in the neighboring mountains. Boise is now a center for agricultural, forest, and mining interests. In the post World War II period it became the national headquarters for corporations dealing in agricultural crop processing, mining, timber and the construction industries.

SPOKANE

However, if the route of Lewis and Clark is followed the first large urbanized region reached would be Spokane, Washington. Spokane, founded in 1875, now has grown to be a city of 170,516 and today is set in an urbanized area of almost 300,000 people. The city enjoys many geographic advantages. The falls on the Spokane River are a major

source of water and hydroelectric power. Spokane is the natural trade center for the nearby agricultural, timber, and mining developments.

The original Spokane House founded by David Thompson in 1810 or 1811, as a center for fur trade was near the present city. The modern city had its beginnings in 1873 and was incorporated in 1881. With the development of electric power and the arrival of the transcontinental railroads the growth of Spokane as one of the largest interior cities between the Pacific Coast and the Mississippi River was assured. Today it is the trade center of the Inland Empire. It is the distribution center for the Palouse wheat ranches, for the large livestock ranches, for the rich mining areas of the Coeur d'Alene and Okanogan, for the timber resources of the western Rockies, and the center of light industries, and a junction point for four transcontinental railroads.

CENTER OF NORTHWEST POPULATION

The other population centers are west of the Cascades in the Willamette and Puget Sound lowlands, which is the true population center of the Pacific Northwest. Beginning in the southern part one comes to Eugene, Oregon the center of an urbanized region of 139,255. This city founded in 1852 is the smallest of the urbanized regions in the Willamette-Puget Sound Lowlands. It is the trade and processing center for a fertile agricultural region, center for recreational activities, the home of the University of Oregon, and a manufacturing site for wood products.

PORTLAND

Farther north at the junction of the Willamette and Columbia Rivers is Portland, Oregon an urbanized area including Vancouver across the Columbia River in Washington. The entire region has a population of 824,926. Portland, the principal city in the area, has 382,619 people. Portland is the oldest of the major urban areas of the Pacific Northwest. It was founded in 1844 and incorporated as a city in 1851. Favored by its location as the only water level approach to the Columbia Basin it is the market center for the wheat and livestock of that region as well as its banker and wholesale distributor. As a wool market it is second only to Boston in Massachusetts. Its manufacturing is mainly in the processing of the wheat, livestock, and timber. In the recent years light manufacturing of alloys and metals depending upon cheap electric power has prospered. It is one of the largest fresh water seaports in the world.



Portland (top) and Seattle Skylines



SEATTLE-TACOMA

While they are separate urban areas, one can consider the Seattle and Tacoma urban areas on the Puget Sound the population center of the Pacific Northwest. Together they have a combined population of a million and a half people. Seattle with a population of 530,831 is the largest city. Seattle was founded in 1815 on Elliott Bay, and Tacoma in 1869 thirty miles to the south on Commencement Bay. Lacking the rich variety of products common to the other urban centers these two cities had to depend upon their ability to attract outside interests and upon the timber resources near them. Because of their close proximity they early became rivals. Their first great struggle was for the Pacific terminus of the northern transcontinental railroads with Tacoma winning. The discovery of gold in Alaska in 1897 and the Alaskan supply trade over the next decade helped Seattle rapidly exceed her southern neighbor in population. Today Seattle is one of the leading ports in the Alaskan and Far Eastern trade. It is a terminal point for steamship, railroad, and air lines. In addition it is still a lumber processing center and has many shipyards and marine engineering plants. The most important of its industries is manufacture of aircraft.

Tacoma too has continued to grow with industries centering around its railroad and water routes. Because of its low cost electric power it has become an electrochemical and metallurgical center. Tacoma is the home of the world's largest copper smelting plant.

There are other small urban centers in the Walla Walla, Yakima area east of the Cascades as well as in other parts of the Pacific Northwest. But none are large enough or have enough population to be considered urban areas in the United States Census reports.

CHANGING THE LAND

Just as man has changed the landscape with his urban dwellings and activities so has he changed the forest lands, fertile river valleys, and the arid desert lands of the plateau region. While there are more virgin timberlands in the Pacific Northwest than in the other states, still many of the northwest forests have long since been cut over. Timber cutting and forest related industries have long been the number one industry of this region. The original forest lands in the valleys were cut over to make way for the farmer and his plow. Lumber, one of the earlier cash products of the region was cut with abandonment in the early years of settlement. There was so much that no one worried about the future. At the turn of the century rising interest in conservation

changed indiscriminate cutting to treating timber resources as a managed crop.

FEDERAL LANDS

Large federal land holdings were organized into forest reserves and timber cutting scientifically managed, access roads were constructed for development and for fire protection, and the harvested lands were replanted. The goal in the public and private forests today is to cut only as much timber each year as natural growth replaces. In addition to timber the forest lands are also used as range lands for grazing cattle and sheep.

IRRIGATION

Not only have the fertile valleys of the Willamette and Puget Sound become rich croplands but also the arid desert lands of eastern Washington and Oregon and southern Idaho. All this has been made possible by irrigation. Both the Columbia and Snake rivers with their many tributaries have provided sites for many dams. These dams store water for use in the long dry summers, furnish power for hydro-electric plants and control the water flow to prevent flooding in the lowlands. In non-irrigated areas of the plateau sub-regions enough rainfall comes to raise wheat and grow food for livestock. Today agriculture is the main industry in many parts of the Pacific Northwest.

Because of the great diversity in geographic and climatic conditions a similar diversity is seen in agricultural production. Along the coastal inlets and valleys are many dairy farms and nearby cheese factories, as in the Tillamook area. Still other dairy farms are located near the population centers to supply the milk needed. In the irrigated regions the milk is processed for shipment to the consumer.

Beef cattle unlike dairy cattle are more often found far from the population centers. There are large cattle ranches in the arid regions of southeastern Oregon and Idaho. The cattle are fed the hay and grain produced on the farms. In recent years a feedlot industry has developed for the fattening of cattle before marketing. This industry is near the marketing centers, and especially in the Yakima and Snake Valleys. Sheep raising follows a pattern very like that of the cattle industry. Sheep may be moved greater distances from winter to summer ranges than cattle, and can be raised in more mountainous and arid regions.



Pea Harvesting in Eastern Washington

MIXED FARMING

Mixed farming is found in all parts of the Pacific Northwest and very few of the farmers rely exclusively on one crop. Because of favorable geographic and climatic conditions and availability of a ready market many areas have become known for specialized crops. Many of the irrigated valleys in the plateau areas that are protected from extreme cold grow apples, pears, peaches, prunes, and cherries in abundance. The Willamette Valley is noted for its berries, nuts, cherries and other fruits. Idaho is famous as a potato growing region. The Palouse country and other parts of eastern Washington and Oregon have large wheat and pea farms. The Snake River Valley and parts of eastern Oregon have large acreages of sugar beets.

FISHING, MINING, AND RECREATION

The streams of the Pacific Northwest and ocean waters are the scenes of much commercial and sport fishing. It is especially noted for its salmon fisheries. The ocean and coastal waters are the sources for albacore, tuna, flounder, halibut, perch, salmon, and clams, crab and oysters. Trout and salmon of many varieties flourish in the inland waters.

In the mountainous regions there are a variety of minerals. The Coeur d'Alene region is the site of some of the nation's largest silver, lead, and zinc mines. Gold was mined in many areas.

The attractions of the region for scenic and recreational purposes has made tourism one of its most profitable industries today. The settlers have changed the face of the Pacific Northwest in the past one-hundred and fifty years. The land and the story of the settlers and the Indians, is the history of the Pacific Northwest.



Nootka Sound Indian of Long Ago

CHAPTER II

Native American Cultures

Nearly everyone knows of the mistake that led Columbus to believe he had arrived on the shores of the East Indies. The people who met him as he landed were not from the Indies but Columbus called them Indians and the name has stuck, even though we now should know better. They are many different kinds of people with different languages and different cultures. The name we still use is very much like calling the many different kinds of Europeans all Germans.

WHERE THEY CAME FROM

Modern anthropologists and archaeologists still speculate as to where the "Indians" came from. Most of these scientists believe now that they came originally from Asia about 12,000 to 25,000 years ago. Their ancestors may have crossed the Bering Strait, which was probably then a land bridge, into Alaska and then over many years gradually moved further and further south.

Some of the most recent clues about early man in the Pacific Northwest were found in the Columbia River region. Carbon 14 dating was used on wood and bone fragments to establish age, and some discoveries were dated as far back as 9,785 years ago. The Dalles area on the Columbia River was one of the most important meeting places for these ancient peoples.

Carbon dating established the age of many finds made by the archaeologists but most of what is known about the old ones is learned from their stone sculptures. Called petroglyphs, they are designs or figures, sometimes just doodlings, carved on rock. Most of these petroglyphs were found carved on the smooth basalt cliffs overlooking the Columbia River. Perhaps the petroglyphs express magical or religious ideas, or record tales of past things. It is likely that this region was a meeting place for the ancient peoples to go to fish and to trade, which may explain why so many petroglyphs are found in such a small area.

Some of the most common designs found are mountain sheep, the owl, lizards, a four pointed star and the coyote. The ancient people painted some of their petroglyphs and these painted ones are called pictographs.

RECORDS OF THE PAST

Petroglyphs and pictographs are found in various places all over the world, varying widely in style and subject. Those found in the Pacific Northwest are particularly interesting to the historians because they have a remarkable resemblance to the petroglyphs in Eastern Siberia and in the South Pacific. Unfortunately the hundreds of petroglyphs along the rocky banks of the Columbia are now deep under the waters impounded by the dams at The Dalles, John Day, and Bonneville.

Just as the petroglyphs have disappeared before advancing civilization, so have many of the sites of ancient Indian villages. Some have been flooded by dams or covered by land fills and garbage dumps. Around the city of Portland there are many buried sites. The Portland Airport, for example, has covered some ancient villages. In Camas, Washington at the mouth of the Washougal River nine Indian villages have been buried because of the requirements of modern life.

ARCHAEOLOGICAL DIGGINGS

Happily there are still places for amateur and professional archaeologists to explore. There is Sauvie's Island the home of the Multnomah Indians, and in Wagon Wheel Park in Camas, Washington eleven house pits have been found. In spite of years of neglect there are still places to be uncovered by professional archaeologists. Local universities have digs going at Tillamook in Oregon, in the eastern Oregon caves, at the Columbia River Slough and at Lake Washington.

CULTURAL DIFFERENCES

While these earliest Indians of the Pacific Northwest shared similar living patterns, adaptation to different environments and isolation gradually created great cultural diversity. This lack of a common culture is shown by the practice of labeling themselves according to membership in a particular band or village of relatives. The "Indians" did not call themselves Indians. As we today identify ourselves by family names such as Smith, Jones, and Brown, the earliest Americans saw themselves as Sahaptin, or Skagit, or Chehalis. They became Indian only when so named by outsiders.



A Petroglyph

The Chinookan and Chehalan Peoples were separated by only a few miles geographically, but the differences in common words make it clear that the early Northwest peoples were different in language as well as in other ways.

<i>CHINOOK</i>	<i>ENGLISH</i>	<i>CHEHALIS</i>
Nika	I	ants
Yahka	he	tesitnah
mesika	ye	alap
yokso	hair	klihwatens
opitsah	knife	chano
etshum	heart	squadlum
oqukuckull	woman	shaiklehl
seawust	eye	tamose
etispolettie	arm	tashohemitsen
kuitan	horse	steken

Gill, John. *Dictionary of the Chinook Jargon*, J. K. Gill Co., Portland, Oregon, 1909.

CULTURAL ISOLATION

Various peoples are different from each other for many reasons and they are also alike for many reasons. The separation of groups of people from each other made each group develop in different ways for different reasons. A group developing differently from others is said to live in cultural isolation. One of the big reasons for differences is geography. At one time or another oceans, mountains and swift-running rivers kept people apart. If it was easy to get all the food they needed and if the climate required little clothing they developed in one way. In harsh climates and with food harder to get the development was very different. The peoples of the Pacific Northwest divided into two general groups; Coastal Peoples and Plateau Peoples. Let us see how they were different.

THE COASTAL PEOPLES

The Coastal Peoples lived in a narrow strip of land not more than one hundred miles wide, and in some places much narrower. This strip of land started in Southeast Alaska, extended through British Columbia, Washington, and Oregon to the northwestern tip of California. Peoples from the Kwakiutl and Nootka groups of the north are included down to the Coos and Yuroks nearly 1500 miles to the south. Seldom did Coastal Peoples wander inland more than five miles or so because they had all they needed close to the sea.

FOOD EVERYWHERE

Geographically, the coastal region was an immensely rich environment for its early inhabitants. Indeed, the Coastal Peoples had almost everything they needed right at their doorsteps. For example, huge quantities of fish were easily caught. They had salmon, there were large quantities of herring, smelt, halibut, and cod.

There were many kinds of shellfish. The remarkable candlefish was so rich in oil that when dried and threaded with a wick it burned like a candle. Sea lions, sea otters, porpoises and whales were numerous, although not all of them were easy to catch. There were many kinds of nuts, roots, and berries at different seasons of the year, and there was an abundance of land game too. Finding food was not a problem to the Coastal Peoples and because there was so much of it a dense population developed.

The sea helped to influence the people in several ways. Construction of boats was important because they were necessary for transportation along the rugged coast. Because the most abundant resources were at the ends of bays and channels or along the beaches, there was never



Landing a Whale at Neah Bay, Washington

much need or desire to explore beyond into deeper waters. Navigation as undertaken by Viking and Polynesian explorers never was taken seriously by these people who apparently hesitated to lose sight of land.

Fish "runs" were another shaping factor in the culture of the Pacific Northwest. With enormous quantities of fish coming in a few times a year, ways to prepare this food were necessary and so smoked or dried fish became an important part of the Indian diet on the Coast. With food easy to get and preserve the Coastal Peoples had leisure time for developing the arts and their various ceremonies. Undoubtedly woodworking was mastered as a by-product of leisure time, in addition to being the most abundant type of material available for use.

By way of summary, it is clear that while the land and sea around them did not entirely determine their culture, it provided many strong influences on the peoples of the Pacific Northwest Coast.

LIFE AMONG THE COASTAL PEOPLES

There is no question that the coastal Indians' most reliable food sources came from the waters nearby. From along the coast and in the sea came great varieties of fish. That salmon was the king of the waters was shown by the use of the term salmon when referring to any kind of fish. Further indications of the salmon's position of honor were the many legends and myths about it.

Seasonal bird migrations also brought swans, geese, and ducks within reach of the hunter. Snipe from the beaches, wild pigeons and grouse were caught. While roots, berries, nuts, and game were important, it was water that provided the staples in the Coastal diet.

Clothing was of small importance to the Coastal Indians and generally little was worn except in coldest weather. The clothes worn reflected their environment every bit as much as their choice of diet. The inner bark of cedar provided a soft fiber, which when woven was made into everything from umbrella-like hats, to rain capes, and skirts. Most of the year the men went naked while the women wore only cedar fiber skirts. But in the winter out came skins to protect them from the cold. Bear, lynx, otter, and beaver skins made heavy and beautiful robes that kept them warm.

Cedar also provided the material from which houses were built. Most dwellings were designed for a number of families. A house about one hundred feet in length probably sheltered some ten or twelve families while the "long-house" or feast house was five or six times as large and served several hundred people. The family units were sometimes separated from one another by hanging mats or by wooden chests that



Chinook Lodge

also held food supplies and personal belongings. Open fires served for heating and cooking. There were no windows to let in light and a hole in the roof provided what ventilation there was.

SALMON FISHING

Fishing was the economic base for Coastal Indian life. As we shall see, the methods of catching fish were diverse and highly specialized.

The five species of Pacific salmon which "run" every year were of great economic importance. Long before the white man arrived the Coastal Peoples had developed highly specialized methods of catching fish. Complex weirs, nets, and traps were placed in spots where fish were likely to be found. Other ways for catching fish included the use of dipnets, harpoons, bottom fishing with hooks and lines, and with barbed spears called gaffs. The Indians were so skilled at fishing that until the late 1860's nearly all the canneries in the Pacific Northwest depended entirely upon Indian fishermen for their supply of fish.

In addition to a great variety of fish, there was an abundance of edible shellfish. Clams, mussels, abalone, oysters, crabs, and sea urchins all were in the Coastal Indian's diet. Although the men occasionally helped their wives, it is clear that gathering shellfish was considered women's work.

HUNTING AT SEA

The Indian's method of hunting sea mammals was especially interesting. In certain tribes hunting some kinds of sea animals were in the hands of specialists or high-ranking chiefs. Other rights were hereditary. For example, the northern Nootkan and most Kwakiutl chiefs had rights to fat and flesh from the hair seal when it was taken in their tribal waters. Similarly ownership of candlefish rights was extremely precious. The Haida and Tlingit who possessed no fishing rights at all came to the lower Nass River to buy the oil.

The most spectacular sea hunt was to go after whale. The Nootka and their neighbors of the Olympic Peninsula included ritual and ceremony as well as finding and killing. Harpooning methods were always



Whale Hunting Canoe, Harpoon, and Seal Floats



Indian Seal Skin Float with Spruce Root Rope

closely guarded family secrets, which were handed down only to those in noble lines. Only a chief had the necessary wealth to have a canoe built and sufficient authority to assemble a crew. Because of the danger involved in the hunt, the families assumed heavy responsibility for carrying out ceremonies to insure good luck and welfare for the harpooner and his crew.

HUNTING ON LAND

Generally, land-hunting was of small importance to the Coastal Indians, although it was important to those living long distances from the waterways. Antelope, caribou, deer and bear were a few of the prizes a skillful hunter might bring in. Certain kinds of game were particularly valuable for their hides, and successful hunters were important people. Mountain goats were hunted for their wool and horns as well as for meat. From the Chilkat Peoples south to the Gulf of Georgia, blankets and robes, and even a few strands of wool were highly valued. Spoons were made from the black horns of mountain goats.

FOOD GATHERING

For the most part, vegetable products were not very important. The only exception was the camas root which was a food staple in the diets of the Indians of the Pacific Northwest. It is an onion-like member of the lily family. A field of camas in bloom according to the Lewis and Clark Journals, "presents a perfect resemblance of lakes of clear water." Camas could be eaten raw, boiled or baked. When cooked its flavor resembled that of the sweet potato. Camas root was so widely distributed that there were nearly as many names for the root as there were Indian tribes: la cammassia, kammeus, camish, kemas, and quamash.

Indian men were responsible for fishing and hunting, the women gathered berries, clams, roots, and caterpillars. All the while, the Indian woman had to fit her own activities into those of her husband, finding a time when he did not need her for other female chores like preparing the baskets and mats which her people would need. The older women were in charge of directing others in the performance of their assigned tasks.

The Coastal Indians found living comparatively easy, but they struggled for wealth and for positions of honor among their people. To make sure that one appeared important among his people great displays of possessions including slaves were made.

THE POTLATCH

Among the Indians of the North, especially the Kwakiutl, Nootka, Makah, and Tlingit, there developed an extraordinary ceremony built entirely around their material possessions. The Potlatch, depending upon the event and the importance of those giving it, could reach immense proportions. For example, this ceremony of gift-giving (or destroying) could be given by a chief and his group for another chief. The purpose of the ceremony was to humiliate by out-giving. Any excuse for a potlatch would do, it might be for a marriage, the birth of a child, or just to prove one's importance. The more one could give or destroy in front of the other proved how much the gift giver could afford. The final winner was, of course, the greatest giver.

SOCIAL AND POLITICAL ORGANIZATION

Social and political organization among the Coastal Peoples were not really separate. The social organization constantly influenced the political structure of the community. Politically, the Coastal inhabitants were individualistic. Each of the villages governed itself. There was virtually no sense of brotherhood between communities, and



An Old Potlatch House on Whidbey Island, Washington

ideas of tribe did not exist. Nation cannot be a word used to describe the Coastal groups. Tlingit, Nootka, and Yurok, for example, are language groups and not political at all. Tribal alliances appear to have been almost totally absent among the Coastal Peoples, and if one village did influence another it probably was because of the personal prestige of one of the chiefs. Violent and aggressive activity was infrequent and wars were nearly always local. The wars were short, and usually the exception rather than the rule of Coastal life.

CHIEFS AND LEADERS

There was usually more than one chief to a village and each one provided a different kind of leadership. There might be a war chief, a chief to lead the hunting, and one to be in charge of fishing and whaling. Coastal chiefs acted as judges in disputes including crimes committed by members of the tribe. If one of his tribe committed a murder, the chief would then offer the life of another of the same rank to pay for the crime. If the murdered man happened to be a chief then the chief doing the judging would be offered in payment. Surrounded by ritual and ceremony, the chief would approach the camp of the murdered man, and by his death settle the matter so that life might go on as usual.

The word chief had no meaning to the Coastal Peoples. White men applied this word to important Indians whom they met. Anyone who was best at anything might be called a chief. However, the word is used because it is a helpful substitute for longer words. For example a hunting chief in an Indian language could be called He-who-has-killed-many-deer.

Social life among the Coastal peoples revolved around the family. It was a circle including uncles, aunts, cousins, grandparents, children and in-laws who lived under the same roof. As in many other societies around the world, patterns for living were clearly laid out. Rules were established guarding relationships between members of the family and all the important events in the Indian family's life. Birth, entry into adulthood, and death were carefully protected by the mysteries of religion and ceremony.

INDIAN CHILDHOOD

Though they lacked the endless variety of toys that modern infants have, Coastal mothers spared nothing to make certain their children had a successful, healthy development. Babyhood was an uncertain time for Coastal parents, because they could never be sure that the child



Twins in Cradleboards

might not like life on earth and decide to return to Babyland. Infant souls were thought to have a place of their own, where they might live and play without adults. If an infant should die, his soul would return to Babyland. If the parents were truly sorry their child was gone, and if they wanted another, their wish might be granted, but the next time with a baby of the opposite sex.

The cradleboard, used by many American Indians, was the baby's home for at least his first year of life. Usually made from cedar wood, the slender trunk was hollowed out then carefully filled with shredded cedar bark. The naked infant was placed inside and cared for as a treasured possession. Coastal parents were careful to see that pads were placed under the child's knees, his neck, and always across his forehead. The forehead pad was to make sure that their baby would grow up with a broad, flat forehead that rose to a peak at the top of his head. Coastal parents followed this practice as surely as modern parents see to it their children's teeth are straightened with braces. One could not allow the child to have a head "like a rock" or, even worse, like a slave. Just as tiny feet used to be a high status symbol among Chinese women, the broad forehead and cone-shaped head were marks of distinction among the Coastal Peoples.

For at least the first year of his life, the Coastal baby enjoyed complete security. Nearly always strapped to his mother, the baby went with her throughout the day. When the child was able to walk, he stayed at home with older family members who continued to provide attention and affection. Although it was not unknown for a Coastal child to receive a spanking, it was more usual for his parents to use praise, ridicule and fear to influence their child's behavior. Children always knew of the frightening creatures who lived in the dark forests. Grown-ups didn't hesitate to scare their children with threats of ogres and giants. Child training started early. As soon as they were able, the boys learned what men's work was and the girls learned about women's work.

MARRIAGE AMONG THE COASTAL PEOPLES

Marriage was an extremely important event in the life of the Coastal Peoples since it affected and involved far more than the two persons being united. Marriages were made to improve the social and economic standing of a family so that both sides were extremely particular about the choice of partners. How fortunate for the lucky girl who should marry into the aristocrats of all Coastal Indians, the whalers. She improved her position in life and added wealth and status to her entire

family. The elaborateness of the wedding reflected on the bride's father, and like many fathers of today, he made it the show of a lifetime.

If a man could afford it, he could have more than one wife. The family meant almost everything and no business enterprise was to be trusted unless it was between relatives. This meant, of course, that a man was glad to have as many people as possible in his immediate family.

BURIAL CUSTOMS

Death was prepared for before it happened by the Coastal Indians. As soon as a man no longer worked, he turned over his canoe or hunting dogs to his sons or other relatives. Slaves or important possessions were given away before death if they had not been given away in feasts. All remaining personal property was put in the grave along with the body at the time of burial.

RELIGIOUS BELIEFS

Human life was thought to follow much the same pattern as that of salmon, whales, and babies. That is, they all had lands of their own



Late Nineteenth Century Indian Burial Ground

where they were thought to go for a time and that they might later return. Their burial customs, though varied, showed desire to protect the spirit and speed it on its way to the land of the dead, provide welcome and comfort upon its arrival, and finally to protect those who remained at home from the influences of the departed soul. Though Coastal Indians did not believe in heaven or hell, there was always the danger that the dead man might return to take one of his relatives with him, for the land of the dead was believed to be a lonely place. The living made every effort to disassociate themselves from the dead. Their concern with this was demonstrated by the practice of never giving the dead man's name to a living being. Anyone to be called by the same name might call the ghost back, and he in turn might take a relative with him to the Land of the Dead. No Coastal tribe would give a new baby the name of a dead person until a certain number of years had passed.

THE ELDERS AND THE SHAMANS

Spirit powers influenced many actions of the Coastal Indians. While they had no priests, nearly each village had an elder who handed down the stories which explained Indian life from its creation to prayers for the salmon. Because they were handed down by word of mouth, the stories and myths changed over the years. But a very powerful figure who shows up frequently in many Indian stories was called by the white man, the Great Spirit. He was not all-powerful, nor was he all good. In fact, sometimes he was foolish and selfish, but he was always powerful. Somewhat like the ancient Greeks, the Coastal Indians seemed to think of a shadowy extra power pervading the entire world. This power might be revealed by a robin's song or the flashing of the Thunderbird's eye, which is the name the Coastal peoples gave to lightning.

Like so many other religious beliefs, Indian religions seemed to be largely based on curing illness. The shaman or medicine man played a very important and risky part. From his visions or dreams, the shaman who could be male—but was sometimes female—acquired supernatural powers. The shaman was called in to cure the sick. If the sick person died the shaman was often killed for failure to make a cure.

THE PEOPLES OF THE PLATEAU

The Plateau Peoples were in many ways like their Coastal relatives, but their lives were shaped differently by a much harsher climate and a rougher terrain. The Plateau Peoples lived in the area between the Cascades and the Rockies, and their country included parts of what are



Klamath Indians Gathering Reeds in Their Dugout Canoes

Salmon Fishing at Celilo Falls



now British Columbia, Alberta, Washington, Idaho, Montana, and Oregon. The Flatheads, Nez Percé, and Cayuse Indians were among the best known of the peoples of the plateau.

FOOD ON THE PLATEAU

Although these peoples depended much on fish, especially salmon, it was not their chief diet as it was with the Coastal peoples. The annual salmon run must have been an anxious and exciting time because the run had to provide fish for an entire year. Celilo Falls, which is now flooded by The Dalles Dam, was for hundreds of years the place where the Indians caught huge quantities of fish with their barbed spears and dip nets. However, roots, berries, and meat were the major part of the Plateau Indians' diet.

About the middle of the 18th century horses were brought into the country from the southwest giving the Indians another and swifter means of traveling and hunting. Mounted on horses the Nez Percés added to their food supply by hunting down buffalo.

Because of the much colder climate the Plateau peoples had to wear heavy, durable clothing. In addition to buckskin, men and women wore fur and buffalo hides. Snowshoes with upturned toes were used to get them over the deep drifts in winter.

CLOTHING AND BODY DECORATION

The Plateau peoples enjoyed decorating their bodies and their clothing. By way of the long-established Columbia River trade routes they received shells like abalone and dentalium from the Coast. Dentalium, a slender white tusk-shaped shell, was most highly valued. It was strung into necklaces and sometimes used as money.

The Plateau Peoples decorated their bodies with tattoos and painted themselves with colored powders. One of their favorite colors was reddish-brown or vermillion, and possibly explains the term red skin. Actually all the numerous Indian peoples varied in skin color just as much as the white peoples. As a protection from the weather the Indian peoples rubbed their bodies with animal fat, usually deer tallow. Porcupine quills, animal teeth, bones from small animals, and sometimes human hair taken in battle was used to decorate clothing or made into necklaces. Just like the clothing worn today, Indian dress should bear a date because their dress styles also changed, but more slowly. A thirty mile distance between Indian groups could mean several days of separation so that fashions and new ideas took longer to travel from one place to another. However, after the white man arrived, changes became rapid.

THE NEZ PERCE HORSE BREEDERS

The echo of horse hooves moving across the plains from distant Mexico signaled the beginning of great changes in the Plateau Peoples way of life. The Coastal fishermen had very little practical use for horses, but horses changed the life of the Plateau Peoples in many ways. Along about the middle of the 18th century horses came into general use among the Plateau Peoples, and with this new method of transportation they began moving out over the plains to the east. This movement brought them into contact with the Plains Indians, and to even greater white influence on their culture. For example, they took up the new white-Indian art of beadwork. Used to decorate clothing this new fashion in ornamentation spread quickly throughout the Plateau region and the Coastal Peoples.

Among all the different Plateau Peoples, the Nez Percé are most famous for adapting the horse to their own way of living. The Nez Percé lived on the watersheds of the Clearwater and Salmon Rivers of Idaho, the Palouse country in Washington, and the Blue Mountain region of Oregon. This area was natural horse country and very favorable to selective horse breeding. By 1800 Nez Percé horses were famous in the western country for their great speed and endurance.

The Nez Percés are the only known Indian peoples who systematically practiced selective breeding of horses without instruction from a more advanced neighbor. There is some speculation that perhaps an Indian trained on one of the Spanish ranches near Santa Fe may have brought back to his people the needed knowledge and skill. It is doubtful that the Nez Percés could have developed this skill in only one hundred years. However, by 1805 when the first white men visited the Nez Percés they found them already expert at gelding their animals and practicing selective breeding of the horse herds. By skillful selective breeding the Nez Percés raised hundreds of spotted horses now known as Appaloosas.

CULTURAL EXCHANGE

As the Nez Percé became more mobile they became great borrowers. They learned the dances of the Plains' Indians and added them to their own dances. They also brought back the eagle feather head-dress, the Plains war club, the travois, and the stick game. Despite all these changes, many Nez Percés never left their old village sites. They stayed and fished for salmon, they dug camas and picked berries, they hunted deer and elk nearby, and they clung to their old culture.



Jane Eagle Feather of the Nez Percé

PLATEAU HOUSING

Housing varied much among the Plateau peoples. In some places, particularly the Western Plateau, there were permanent homes. The living area was probably used by three or four families with at least one half the house set aside for storage. Dried fish, meats, and whatever food they wished preserved for winter use was kept in these storage areas. But in many other regions, particularly after introduction of the horse, more mobile living became the pattern. Various kinds of grass-mat lodges easy to move gradually replaced the more solid houses. The tipi was especially popular among the more transient Plateau peoples, especially the eastern Kootenais, Flatheads, and some of the Nez Percés.

FOLLOWING THE FOOD

As might be expected, the economic life of the Plateau fitted the environment. "Following the food," the Indians of the Eastern Plateau had summer and winter villages in areas far distant from one another. The Nez Percés, for example, wintered in Clearwater Valley then traveled to the Beaverhead Country in Montana, or followed established trails to the buffalo prairies of Wyoming. Moving from place to place, they gathered camas roots and berries, for rarely could all food requirements be found in one place. Wherever there were salmon the Indians had traps, and also trading sites. In the mountains there were berries for the gatherer and deer for the hunter. By the mid-eighteenth century horse fairs began to replace the traditional salmon fairs.



Indian Tipis



Spearing Fish on the Columbia River

TRADE CENTER AT CELILO FALLS

From the Columbia's mouth to Celilo Falls, the river was always a major trade route for Indian canoes. The Falls, which the heavy, lower-river canoes could not pass, was the center of commerce for the Indians of the Oregon Country. Cayuse, Palouse, Umatilla, Nez Percés, and others came from the Plateau and from deserts far to the east to trade. Antelope skins, buffalo hides and beaver pelts were traded for salmon, fish oil, whale bone, seal and sea otter furs.

Just as on the coast, Plateau men and women each did certain kinds of work. The Plateau women, for example, were responsible for the tasks of making baskets and weaving. The "hardbasket" technique was especially refined by the women of the Cascade country in Canada. The hard basket makers worked out a special method of tiling or shingling. Some suggest that the idea came from the way the women used to fasten porcupine quills.

PLATEAU LIFE

On the Plateau, possessions were not honored as they were along the Coast. Since those on the Plateau had to move about for food so much they could hardly afford to collect any great quantity of things.

Social customs among the Plateau Peoples were affected by the environment just as were other aspects of their lives. Unlike Coastal children, those of the Plateau had to learn self reliance at a very early age. From the beginning they received less attention because more of the family's time was taken up in making a living. These children, like Coastal children, spent the long hours of their infancy in basket-cradles strapped to their mother's backs.

MARRIAGE CEREMONIES

Formal marriage ceremonies did not exist among the Plateau peoples. Not having any abundance of material goods to show off or give away potlatch-style, marriage was not a complicated matter. If a young man was successful in persuading a girl to stay with him at his father's camp, the two were regarded as married. Sometimes the parents of a girl would persuade a young man whom they particularly liked to stay at their camp for a few days with their daughter, and that was also considered a marriage.



Chief Joseph of the Nez Percés

INDIAN LEADERSHIP

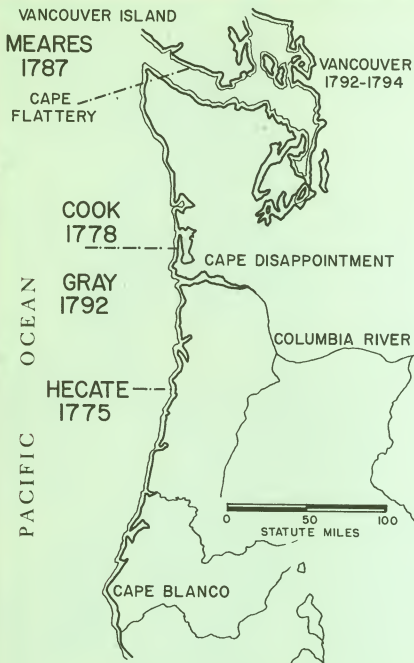
Generally leadership was hereditary or came about because of personal achievement within a village or tribe. Although a sort of aristocracy did exist, there was no rigid caste system. Slavery was unimportant among the Plateau Peoples, although there was some among those who traded often with the Coastal Peoples. Political organizations among the Plateau Peoples were just as diverse as those among the Coastal groups. Among the Teninos, San Poil and Southern Okanogan villages were independent. The Coeur d'Alenes, Nez Percés, Cayuses, and Umatillas had various kinds of tribal organizations.

INDIAN LANGUAGES

There were many dialects among the Plateau Peoples, but they all belonged to three major language groups. Shoshonean, Interior Salish, and Sahaptin were the major languages. Even with all the sub-languages (dialects) there were probably not as many as among the Coastal Indians. Quite often villages speaking the same language inter-married and shared the same territory. The ties that held them together was a common culture, not a political organization.

PLATEAU RELIGIOUS BELIEFS

The early Plateau religions were simple forms of nature worship with only a few taboos and superstitions. Although medicine men did exist, there were not very many, nor were they particularly powerful. As on the coast, the medicine men specialized in treating the sick, and the death of the patient might also mean the death of the doctor. By the early 1800's Christian missionaries were gradually making their way across the plains to the Plateau and Coastal Peoples. It is of interest that a few groups, the Nez Percé for one, actively sought missionary assistance but for an unusual reason. The missionaries had visited neighboring groups and created quite a sensation by teaching some members how to read and write. Not to be outdone by their lowly neighbors, the Nez Percé sent off for teachers. Instead of seeking knowledge of Christianity, they wanted better "medicine" to raise their prestige and power.



Early Explorations of the
Pacific Northwest Coastal Region

CHAPTER III

A Clash of Cultures

Early explorers sailed all the oceans of the world; however, in this study of history we shall leave all of them out, except those men who explored the Northwest. Unfortunately for us many early sailors and explorers were not men who wrote things down for people who came along after them to read. Luckily a few did leave records.

THE NORTHWEST PASSAGE

Very little is known about Juan de Fuca, and the little we do know is disputed, but he did leave his name on the land. The strait leading into Puget Sound bears his name to this day. Juan de Fuca claimed that it was the entrance to the Northwest Passage.

The Northwest Passage was searched for by many explorers because if found the European countries would have a much shorter trade route to China and other countries of the East. Explorers from Russia, from Spain, and from England made voyages for over two hundred years up and down the coast from San Francisco to Alaska. Some of them explored to establish land claims for the country they represented. Some looked for the Passage, some were little better than pirates, others sought furs. No doubt some of them were mainly adventurous men who wanted to see what lay beyond the horizon.

First, Juan de Fuca discovered the Strait named for him. Bering and Chirikov explored the coast of Alaska for Russia. Juan Perez sailing for Spain discovered Nootka Bay on Vancouver Island. He, however, called it San Lorenzo.

BRUNO HECETA

Another Spanish explorer, Bruno Heceta, sailed and explored along the coast just north of California. As Heceta approached 46 degrees north latitude, he observed a change in the sea waters:

"I discovered a large Bay, to which I gave the name Assumption Bay . . . The current and eddies were so strong that, notwithstanding a press of sail, it was difficult to get clear of the northern cape, toward which the current ran . . . These currents and eddies caused me to believe that the place is the mouth of some great river or of some passage to another sea. Had I not been certain of the latitude of this bay, from my observations of the same day, I might easily have believed it to have been the passage discovered by Juan de Fuca in 1592 . . ."

The river he named San Roque, and he then turned south. More than fifteen years were to pass before Robert Gray rediscovered and renamed it, Columbia's River after his ship.

Spain, however, failed to follow up the discoveries of Perez and Heceta with either settlement on the land or by trading. England increased its efforts to find a Northwest Passage leading to India and the Orient by offering a prize of 20,000 pounds to the discoverer.

CAPTAIN JAMES COOK

Captain James Cook of England was a remarkable sailor. In addition to discovering the Sandwich Islands, now known as Hawaii, he made great changes in the life of sailors at sea. Sailing was a hard and dangerous life with little care taken for the health of the crew. Sanitation was dreadful and the food was worse. Fresh food after long weeks at sea was unknown and scurvy, an illness caused by the lack of important nutritional elements, hit ordinary sailors and officers hard. Cook introduced controlled diets like malt ends, and "sourkrout and portable soup" to keep his crews healthy.

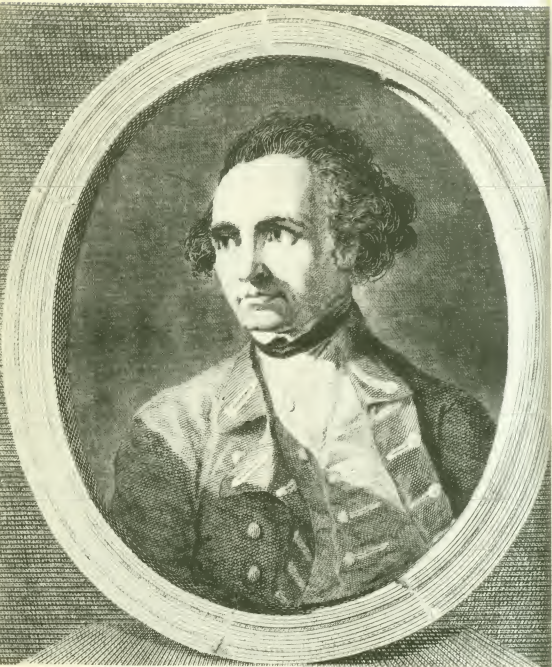
CAPE FLATTERY

It was on his third and most famous voyage that Cook sighted the Oregon Coast just off Yaquina Bay. Although he, too, missed the mouth of the Columbia (probably due to foul weather, a frequent topic in his journals), on March 22, 1778 Cape Flattery was sighted by Cook:

" . . . there appeared to be a small opening which flattered us with hopes of finding an harbour . . . It is in this very latitude where we are now that geographers have placed the pretended Strait of Juan de Fuca. But we saw nothing like it; nor is there the least probability that ever any such thing existed."



Captain Robert Gray



Captain James Cook

As Cook and his men explored the region he further observed:

"We also found, that many of the principal natives, who lived near us carried on a trade with more distant tribes, in the articles they had procured from us. For we observed, that they would frequently disappear for four or five days at a time, and then return with fresh cargoes of skins and curiosities, which our people were so passionately fond of that they always came to a good market. But we received most benefit from such of the natives who visited us daily. These, after disposing of all their little trifles, turned their attention to fishing; and we never failed to partake of what they caught. We also got from these people a considerable quantity of very good animal oil, which they had reserved in bladders. In this traffic, some would attempt to cheat us, by mixing water with the oil and once or twice, they had the address to carry their imposition so far, as to fill their bladders with mere water, without a single drop of oil. It was always better to bear with these tricks, than to make them the foundation of a quarrel; for our articles of traffic consisted, for the most part, of mere trifles; and yet we were put to our shifts to find a constant supply even of these. Beads, and such other toys, of which I had still some left, were in little estimation. Nothing would go down with our visitors but metal; and brass had, by this time, supplanted iron; being so eagerly sought after, that before we left this place, hardly a bit of it was left in the ships, except what belonged our necessary instrument. Whole suits of clothes were stripped of every button; bureaus of their furniture; and copper kettles, so that our American friends here got a greater medley and variety of things from us, than any other nation whom we had visited in the course of the voyage."

Although Cook did not really engage in the fur trade, he commented that, "there is not the least doubt, that a very beneficial fur trade might be carried on with the inhabitants of this vast coast."

NORTH TO ALASKA AND THE BERING STRAIT

This great sailor-explorer, James Cook, did sail north along the Alaskan Coast to where the Bering Strait was sighted. Then he turned south to the Sandwich Islands where he was killed in a quarrel with the natives. James Cook established a solid British claim to the Pacific Northwest country, and many of the men who sailed with him later became important in the development of the country. Cook had concluded that there was no Northwest Passage. However, more than one hundred twenty-five years later, in 1905, Roald Amundsen sailed



John Meares

through the passage, then a Canadian ship of war in 1954, and then an American submarine the Nautilus, in 1958, sailed under the icecap.

SOMETHING OF A ROGUE

Captain John Meares was one of the most colorful of the early explorers. By reputation he was controversial, arrogant, and something of a rogue. Meares was a promoter, one who ignored the command from his own government to stop trading in competition with already established British trading companies. Sailing under the Portuguese flag to avoid any conflict with his own government, in 1788, Meares sailed into Nootka Sound and there with his Chinese laborers immediately began building a fort and a schooner named the *Northwest America*. Shortly after things were underway, Meares left again for China taking with him furs he had traded for around Nootka. While on this trip, Meares joined with several men to form a legitimate trading company, which was actually licensed by the British.

SPANISH CLAIMS

The Spaniards meanwhile were becoming increasingly disturbed by Russian activity in the Pacific Northwest, and at last decided to do something to protect their long-held claims to the region. They began by seizing Meares' ships, the *Northwest America* and the *Iphigenia* and also two more, the *Argonaut* and the *Princess Royal*. This action by the Spanish nearly started a war with England.

Meares managed to keep himself in the center of this controversy that centered on two important issues: (1) Could Spain rightfully claim the Pacific as a closed sea over which she exercised total control and (2) were claims to sovereignty based on discovery and the act of taking possession enough or must occupation and settlement also take place? Finally the British agreed to stop all "illicit trade with the Spanish settlements and to forbid navigating or fishery (sea otter) within 10 maritime leagues from any part of the coast already occupied by Spain."

SPANISH CONCESSIONS

The greatest concession came from Spain, because it was agreed that the British might fish, trade, and settle "in the Pacific Ocean or in the South Seas . . . in places not already occupied." The Nootka Con-

trovery thus established the fact that occupation would henceforth decide sovereignty, not just exploration or discovery. While all this was going on John Meares kept pressing his claims and was finally awarded \$210,000 damages for the seizing of his ships.

European activity in the Pacific and the Northwest continued for some time before the Americans began their explorations. Early official American policy toward exploration was established when the Continental Congress refused to authorize an American Company like the British East Indian Company. Rufus King in 1786 wrote John Adams that "commercial intercourse between the United States and the Indians would be more prosperous if left unfettered in the hands of private adventurers, than if regulated by any system of national complexion."

JOHN LEDYARD

Therefore, persons like John Ledyard worked out their own plans for exploration and for gaining a part of the fur trade. Ledyard died before the plan he developed was started. After his death his plan was put into operation almost as he described it:

"two vessels . . . to proceed in company to the Northwest Coast, and commence a factory there under the American flag. The first six months were to be spent in collecting furs, and looking out for a suitable spot to establish a post, either on the main land, or on an island. A small stockade was then to be built, in which Ledyard was to be left with a surgeon, an assistant, and twenty soldiers; one of the vessels was to be dispatched, with its cargo of furs, under the command of Paul Jones, to China, while the other was to remain in order to facilitate the collecting of another cargo during his absence. Jones was to return with both the vessels to China, sell their cargoes of furs, load them with silks and teas, and continue his voyage around the Cape of Good Hope to Europe, or the United States. He was then to replenish his vessels with suitable articles for traffic with the Indians, and proceed as expeditiously as possible . . . to the point of his departure in the Northern Pacific."

Although intrigued by Ledyard's plan, financier Robert Morris followed advice of fellow businessmen and sent the ship, *Empress of China* directly from New York to China. The voyage returned thirty per cent profit, enough to start another rush to the East Indies.

AMERICAN EXPLORING

Handicapped by lack of hard money and saleable merchandise American traders looked again to John Ledyard's plan as a means of making the East Indies trade really pay big dividends. Captains Robert Gray and John Kendrick were among the first who intended to use furs of the Pacific Northwest in the China trade. This trade made huge profits. It was reported, for example, that one shipowner bought 560 sea otter pelts valued at nearly \$20,000 for only \$2 worth of trinkets, and another exchanged an old chisel for sea otter furs worth at least \$8000.

Gray was a hard man, ruthless in business and intent on getting sea otter skins to trade for Chinese goods. Gray was indeed a great trader but poor in his relations with other people. He and Kendrick disagreed and so separated, each one going his own way. Gray's relations with the Coastal peoples were bad, often violent.

GRAY'S JOURNAL

Robert Gray's Journal, kept mostly by the ship's mate, John Boit, reveals this violence and Boit's disapproval of it.

"It was a command I was no ways tenacious of, and I am grieved to think Captain Gray shou'd let his passions go so far. *This* village was about half a mile in diameter and contained upwards of 200 Houses, generally well built for *Indians*; every door that you enter'd was in resemblance to an Human and Beasts head, the passage being through the mouth besides which there was much more rude carved work about the dwellings some of which was by no means inelegant. This fine village, the work of Ages, was in a short time totally destroy'd."

In spite of his brutal ways Captain Gray did extend geographic knowledge. He also did much to extend and improve trade between the Northwest and China. In the ship's log of May 11, 1792 the discovery of the Columbia River is recorded in this brief style:

"At four, A.,, saw the entrance of our desired port bearing east-south-east, distance six leagues; in steering sails, and hauled our wind in shore. At eight A.M. . . being a little to windward of the entrance of the Harbor, bore away and sun in east-north-east between the breakers having from five to seven fathoms of water."



Captain Robert Gray Near the Mouth of the Columbia River

Perhaps it was John Boit who again recorded in the Journal, this description of the Columbia and the people living along its banks.

"When we were over the bar we found this to be a great river of fresh water up which we steered. Many canoes came alongside. At 1 p.m. came to with the small bower in 10 fathoms, black and white sand. The entrance between the bars . . . west southwest . . . Vast number of natives came along side; people employed in pumping the salt water out of our water casks to fill the fresh, while the ship floated in . . .



The river extended to the NE as far as the eye could reach, and water fit to drink as far as the Bars, at the entrance. We directed our course up this noble river in search of a village. The beach was lined with natives, who ran along the shore following the ship. Soon after, about 20 canoes came off, and brought a good lot of furs and salmon, which last they sold two for a broad nail. The furs we likewise bought cheap for Copper and Cloth . . . We lay in this place till the 20th of May, during which time we put the ship in good order and fill'd up all the water casks alongside . . . These natives talk'd the same language as those further south, but we could not learn it . . . They . . . came well stocked with land furs and capital salmon . . . The indians inform'd us there was 50 vil-lages on the banks of this river."



Drawing of Sea Otter, During Captain Cook's Voyages

SEA OTTERS AND TRADERS

At first the Northwest trade dealt mostly in sea otter skins, other developments in trading came along later. It was estimated that in an average year nearly 12000 sea otter pelts were carried across the Pacific and sold at Canton in China. Sea otters were hunted so relentlessly that the animal was nearly wiped out. Through later conservation efforts the sea otter has made a come back. In 1969 one pelt was reported to have been sold for \$2000.

The Indians traded freely with white men, but the days when a trader could exchange an iron chisel for \$8000 in furs passed quickly. More and more trading ships came to the Northwest, and the Indians learned quickly to bargain. The 1795 journal of Captain Bishop tells of the change:

"We expected of course from the information we hitherto had of these People that with the choice goods that compose our cargo, we should have been able to procure them (furs) in way of Barter readily and with ease, but our disappointment might be better conceived than expressed when after bartering and shewing them a great variety of articles for a whole day we did not purchase a single Fur. Tea Kettle, sheet copper, a variety of fine cloths and in short the most valuable articles were shewn without producing the desired Effect, and in the Evening the whole of them took to their canoes and padled to the shore, leaving us not more disappointed than surprised.

LETTER TO LORD LIVERPOOL

As might be expected the British looked at the growing American fur trade unhappily. The British attitude was well summed up in this letter to Lord Liverpool:

"... the American expedition to the Columbia River has actually sailed from New York, and consequently I fear it may almost be too late to accomplish the object which the Northwest Company had in view, if they could have obtained the Sanction of His Majesty's Government in time. That object was to establish Settlements on the Columbia River, and so to secure the right of possession to Great Britain before the arrival of the Americans.

Still, however, this object might be accomplished and His Majesty's right to the Territorial possession of the Northwest Coast of America preserved, if one of His Majesty's Ships could be immediately dispatched to take formal possession of and establish a Fort or settlement in the Country."

BRITISH AND AMERICAN EXPEDITIONS

Fortunately for historians and students of history, George Vancouver, as well as Lewis and Clark, left records of their travels. Their journals show that they had remarkably similar experiences. For example:

Both expeditions were headed by skilled explorers. Vancouver, a fine seaman, had sailed with Cook, while Lewis and Clark were expert woodsmen, boatmen, and frontiersmen.

Both groups made good use of the latest scientific knowledge of nutrition.

Both established good relations with the Indian populations.

Both hoped to find the Northwest Passage.

Both traveled lands that soon were to be claimed by both Britain and the United States.

Both explored and named many places, some of which are still identified by those names.



George Vancouver

The most obvious difference between the two expeditions is that Vancouver's was by sea, while Lewis and Clark traveled by land. Possibly, the most important one, however, was that Vancouver was sent to take formal possession of the land, which he did June 14, 1792, while Lewis and Clark were not.

The American claim to the land from sea to sea was the de facto possession established by Lewis and Clark who explored the west at the direction of President Thomas Jefferson.

VANCOUVER'S JOURNAL

Fortunately quite complete journals were kept by both expeditions and extracts from these journals are very interesting reading. If skill in spelling decided final ownership of the land the Pacific Northwest would now all be British. George Vancouver was by far the better speller. First, these extracts from the Vancouver journal.

The voyage was started by royal command. It is interesting to note that one purpose was to settle the conflicting claims of Spain and England. There was no official concern yet about the United States.

"The voyage was undertaken at his majesty's command . . . with a need to ascertain the existence of any navigable communication between the North Pacific and North Atlantic Oceans . . . and to make . . . an amicable adjustment . . . between Courts of Madrid and London, relative to possession of Nootka Sound . . .

On April 27, 1792, in Meares' Deception Bay, Vancouver made this comment about the entrance to the Columbia River.

"Noon brought us up with a very conspicuous point of land . . . the breakers extended from the above point two or three miles into the ocean, until they joined those on the beach nearly four leagues further south . . . The sea had now changed from its natural to river-colored water; the probable consequences of some streams falling into the bay or into the ocean to the north of it, through the low land. Not considering this opening worthy of more attention, I continued our pursuit to the Northwest."

Vancouver on the naming of Mount Hood:

"A very high snowy mountain now (October 29, 1793) appeared rising beautifully conspicuous . . . Mr. Broughton honored it with Lord Hood's name; its appearance was magnificent: it was clothed with snow. . . ."

INDIAN TRADING

In another place in the Journal Vancouver described the Indian population and comments on their desire to trade.

"A few of the natives in two or three canoes favored us with their company and brought with them some fish and venison for sale. The latter was extremely good and very acceptable, as we had not hitherto obtained any, though on our first arrival we had entertained hopes of procuring a supply, from the numerous racks of deer which appeared fresh, and in all direction.

These people, in their persons, canoes, arms, implements, etc., seemed to resemble chiefly the inhabitants of Nootka; though less bedaubed with paint, and less filthy in their external appearance. They wore ornaments in their ears, but none were observed in their noses; they were clothed in the skins of deer, bear and other animals, but principally in a woolen garment of their own manufacture extremely well wrought. They did not appear to possess any furs. Their bows and implements they freely bartered for knives,

trinkets, copper, etc., and what was very extraordinary, they offered for sale two children, each about six or seven years of age, and being shewn some copper, were very anxious that the bargain should be closed. This, however, I pre-emptorily prohibited, expressing as well I was able, our great abhorrence of such traffic."

SMALLPOX

Vancouver on smallpox:

"This deplorable disease is not only, but it is greatly to be apprehended, is very fatal amongst them, as its indelible marks were seen on many; and several had lost sight in one eye which was remarked to be generally the left, owing most likely to the virulent effects of this baneful disorder."

Vancouver was especially impressed with the shore of what later became the state of Washington:

". . . to describe the beauties of this region, will, on some future occasion, be a grateful task to the pen of a skilful panegyrist. The serenity of the climate, the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages, and other buildings, to render it the most lovely country that can be imagined; whilst the labor of the inhabitants would be amply rewarded, in the bounties which nature seems ready to bestow on cultivation."

Most of the Indian peoples the Vancouver group met were friendly. However, there was one tribe which simply refused to have anything to do with the travelers. In an attempt to gain their attention, some of Vancouver's men fired their muskets. To the explorer's amazement and probably chagrin, however, the only sound the Indians made in response to the explosions was "poo." An attempt to trade with the Indians again brought the same reply to the white men: "poo." But generally other Coastal Peoples were friendly and eager to trade for metal objects.

VANCOUVER AND QUADRA

Even though their countries were both claiming the land, Vancouver and the Spanish leader, Quadra, were friendly. At one time

when guests of the local peoples, they provided a fireworks display which Vancouver recorded:

"The rockets, balloons and other fireworks were in a high state of preservation, and were regarded by the Indian spectators with wonder and admiration, mixed with a considerable share of apprehension; for it was not without difficulty that I prevailed on Maquinna and his brother to fire a few sky rockets, a performance that produced the greatest exultation."

Meanwhile President Thomas Jefferson made a careful inquiry of the Spanish ambassador:

"Would the Spanish court "take it badly" if the United States should send a small expedition to explore the course of the Missouri River which lay wholly in the still Spanish territory of Louisiana?"

THE LEWIS & CLARK EXPEDITION

While it might appear on the surface that the expedition was in the interest of commerce, Jefferson left no doubt that "in reality it would have no other view than advancement of geography." It was in this fashion that the United States first entered the competition for control of the lands in the West. Jefferson, like men before him, still dreamed of a Northwest Passage to link the Atlantic and Pacific Oceans. His instructions to Lewis say:

"the object of your mission is to explore the Missouri River, and such principal stream of it, as by it's course and communication with the waters of the Pacific Ocean, may offer the most direct and practicable water communication across this continent, for the purpose of commerce."

On Monday, May 14, 1804, when the Lewis and Clark expedition embarked, it consisted of:

"nine young men from Kentucky; 14 soldiers of the United States Army . . . an interpreter and hunter . . . a black servant . . . belonging to the Captain . . . a corporal and six soldiers, and nine watermen to accompany the expedition as far as the Mandan nation, in order to assist in carrying the stores or repelling an attack . . ."



Lewis and Clark at Celilo Falls

HEAT, THUNDERSTORMS AND INSECTS

The early months of their journey were marked by heat and violent thunderstorms. In addition, insects were a continuous nuisance. However, such inconveniences did not blur the beauties and richness of the lands before them:

"The Countrey about this place is butifull on the river rich and well timbered on the S.S. about two miles back a Prairie . . . abounds in Deer Elk & Bear The Ticks & Musquiter are verry troublesome."



ON THE WAY TO OMAHA

During the next two months before they reached present-day Omaha, Nebraska, the explorers met various French traders and numerous Indian groups, including Otos, Kickapoos, Poncas, Yanktons, Arikaras, and the Teton Sioux. The Teton Sioux had developed a reputation for unfriendliness, but the strong Lewis and Clark expedition passed through the Sioux country in peace; nor did they have trouble with the tribes further west. Thus, American sovereignty over the lower Missouri Basin became a reality, although settling on the land came much later.

WINTER IN THE MANDAN COUNTRY

The expedition's first winter among the Mandans was both difficult and busy.

"the situation of our boat and perogues is now allarming, they are firmly inclosed in the Ice and almost covered with snow—the ice which incloses them lyes in several stratas of unequal thickness which are separated by streams of water . . ." Feb. 3, 1805

"our stock of meat which we had procured in the Months of November and December is now nearly exhausted . . . no buffaloe have made their appearance in our neighbourhood for some weeks." Feb. 4, 1805

"about five oClock this evening one of the wives of Charbono (Sacajawea) was delivered of a fine boy."

But there was time for entertainment and relaxation, too:

"We smoked for an hour till Dark & all was Cleared away a large fire made in the Center, about 10 Musitions playing on tambereens . . . ong Sticks with Deer and Goats Hoofs tied so as to make a gingling noise, and many others . . . those Men began to Sing, & Beet on their Tamoran, the Women came forward highly Deke-rated in their Way, with Scalps and Trophies of War of their fathers Husands Brother . . . & proceeded to Dance the War Dance which they done with great Chearfullness until about 12 oClock.

Shortly after they left the Mandan country on April 7, 1805, Lewis noted in his journal:

"The whole face of the county is covered with buffalo, elk, and antelopes; deer are also abundant, but keep themselves more concealed in the woodland. The buffalo, elk and antelopes are so gentle that we pass them while they are feeding without appearing to alarm them."

SACAJAWEA

On June 10, 1805, as they neared what is now Great Falls, Montana, he noted

" . . . Sahcahagwea our Indian woman verry sick I blead her . . ."



Statue of Sacajawea

Then on June 15, Sacajawea is still very ill and travel is most difficult:

"... proceeded on with great difficulty as the river is more rapid we can hear the falls this morning very distinctly. our Indian woman sick & low spirited I gave her the bark & apply it exteranely to her region which revived her much. the current excessively rapid and dificult to ascent great numbers of dangerous places, and the fatigue which we have to encounter is incretiatable . . ."

It took nearly a full month for the expedition to pass around the Great Falls.

SAILING ON LAND

Their portage vehicles had wheels of cottonwood, and when the wind was right sails helped move the expedition along:

"... the men informed me that they hoisted a sail in the canoe and it had driven her along on the truck wheels."

Every day was different and as they got closer to Lemhi Pass and the Continental Divide, Lewis noted in his journal:

"I have scarcely experienced a day since my first arrival in this quarter without experiencing some novel occurrence among the party or witnessing the appearance of some uncommon object."

One of the most inconvenient "novel occurrences" must have been the rain and hail storms, one of which according to the *Journals* provided stones:

"7 Inches in circumference and waied 3 ounces . . . the same cloud will discharge hail in one part hail and rain in another and rain only in a third within the space of a few miles."

SACAJAWEA AS GUIDE

It was on this part of the journey that Sacajawea became so important in the early history of the Pacific Northwest. She was guide, interpreter, and sometimes chief negotiator in the expedition's successful passage through strange land and among skittish Indians. On August 8, 1805, the Journal noted:

“... the Indian woman recognized the point of a high plain to our right which she informed us was not very distant from the summer retreat of her nation on a river beyond the mountains which runs to the west.”

The next four months from the Continental Divide to the Coast, were among the most tortuous of the entire journey. Clark wrote:

“I have been wet and as cold in every part as I ever was in my life, indeed I was at one time fearful my feet would freeze in the thick mockirsons which I wore.”

Moving beyond Celilo Falls, down the lower Columbia to the river's mouth, he wrote:

“Ocean in view! O! the joy, . . . roars like a repeated rolling thunder and have roared in that way ever since our arrival . . . I can't say Pacific as since I have seen it, it has been the reverse.”

FORT CLATSOP

Lewis and Clark built a winter camp at Fort Clatsop where daily life was described by frequent *Journal* notations of “not any occurrences

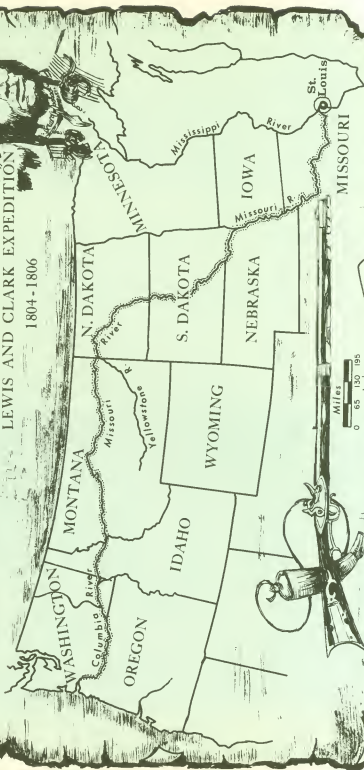


Fort Clatsop Restored

THE

LEWIS AND CLARK EXPEDITION

1804-1806



St. Louis

MISSOURI

IOWA

NEBRASKA

S. DAKOTA

WYOMING

IDAHO

OREGON

MONTANA

WASHINGTON

MINNESOTA

N. DAKOTA

Missouri R.

Yellowstone R.

Columbia River

Mississippi River

Missouri R.

Miles

0 65 130 195



today worthy of notice." Despite monotony, there was much to be done to prepare for the return journey in the spring. One project was the construction of a salt cairn, a kind of stone fireplace:

"... they commenced the making of salt and found that they could obtain from 3 quarts to a gallon a day; they brought with them a specimine of the salt of about a gallon, we found it excellent, fine, strong & white."

THE RETURN TO ST. LOUIS

Six months after its spring departure from Fort Clatsop on March 23, the Lewis and Clark expedition arrived back in St. Louis, ending more than 4000 miles of travel and exploration. The journal entry noted:

"had all of our skins & c. suned and stored away in a storeroom of Mr. Caddy Choteau. payed some visits of form, to the gentlemen of St. Louis, in the evening a dinner & Ball."

The Lewis and Clark expedition opened the West to American fur traders. This trade lasted only a short time, until the fur-bearing animals were trapped out. The American mountain men, as these trappers were called, led wild and lonely lives. These men were not settlers, they had little interest in extending American interest westward, they were trappers. On the other hand, the British Hudson's Bay Company was after furs, too, but they were also interested in extending British interests and claims to the land.

THE MOUNTAIN MEN

American fur traders relied on the mountain men to trap the streams and the hills to the west. Once each year the traders and the trappers met at a rendezvous where furs were exchanged for the things the mountain men wanted. Before going back into the wilderness for another year arrangements were always made for the next rendezvous, because the place was often changed. At these yearly gatherings trappers, traders, settlers, hunters and Indians met to frolic and trade. It was not long before American trading companies were formed, but none of them ever reached the strength and importance of the British Hudson's Bay Company.



Hudson's Bay Company Post at Vancouver, Washington

THE HUDSON'S BAY COMPANY

The Hudson's Bay Company, like other British-licensed trading companies, was designed to make a profit, and to extend and protect British power and influence. To cut off competition the Company set a policy of "trapping out" the broad region south and east of the Columbia River. It was believed that this would keep out American hunters and settlers. Furthermore, once the fur was gone, the Snake River route would become a barrier instead of a source of encouragement to continued American migration. Additional policies were developed which included trading with the Indians rather than just fur trapping, the conservation of fur-bearing animals, and the establishment of forts and trading posts to take the place of wandering trappers.

TRADING POSTS

The trading posts were a very important part of the Hudson's Bay Company's operation. They were established in areas where population and furs were in ample supply. Under the monopoly conditions of high

prices, and easy credit, the Indians frequently found their lives practically controlled by the Company.

All of them, discoverers and explorers, trappers and traders, and Indians, each played a part in the early development of the Pacific Northwest. Certainly the Coastal and Plateau Peoples were the final losers in the struggle for control of the land. But all the trappers and explorers faded away into comparative unimportance before the settlers who came in and stayed on the land.

SETTLING THE NORTHWEST

In 1840 there were less than 150 permanent residents in the Oregon Country. By 1850 there were 13,000. What happened during that ten year period to bring in so many people? What kind of people immigrated to the West? Why would they endure the hardships of overland travel? And what was their effect on the development of the region?

Basically, there were three distinct groups who saw the Pacific Northwest as a place where their ambitions might be fulfilled. The three were the missionaries, the land and colony promoters, and those driven by dreams of a better life in a new land.

LAND PROMOTERS

First, there were those like New Englander, Hall Jackson Kelley, who "foresaw that Oregon must eventually become a favorite field of modern enterprise and the abode of civilization." Companies were formed to encourage migration to Oregon Country by praising the wonders of the land. Generally, the commercial colony promoters, like Kelley, met immediate failure. But in the long run, their efforts were important particularly for the Protestant missionaries who were to create the first American settlement in the Pacific Northwest.

THE MISSIONARIES

As a rule the early mountain men were not religious, but in 1820 a religious revival began and several missionary societies were formed. As much as any other single event, the missions contributed significantly to the steady colonization and economic development of the Oregon Country. Best known among the missionaries were Jason Lee who established the Willamette Mission, Marcus and Narcissa Whitman who worked among the Cayuse Indians at Waiilatpu Mission, and Eliza and Henry Spalding, who established the Lapwai Mission among the Nez Percé Indians.



The missionaries knew that if their work was to last, settlements in the Oregon Country would have to be permanent. By seeking out communities of Indians who might "need them," the missionaries also sought out the most fertile soils on which to locate themselves. All their settlements were planned to be self-sufficient so that these mission communities did not have to depend in any way upon the Hudson's Bay Company.

Following shortly after the Protestant missionaries, Catholic priests moved into the Pacific Northwest. Jesuit missions under Father DeSmet started work among the Indians of the interior.

CHRISTIANITY AND THE INDIANS

Despite all efforts, Christianity did not seem to take a strong hold among the Indian peoples. The American missionaries didn't seem to



**McLoughlin Greeting Missionary Ladies Narcissa Whitman
and Eliza Spaulding**

understand that the Indians had a totally different understanding of and explanation for life. Imposing white culture on the Indian culture just did not work. Along with cultural clash the diseases white men brought with them caused the native population to dwindle rapidly. Fear and suspicion of the white man became stronger, and the Whitman Massacre was one result of this fear.

MANIFEST DESTINY

Westward migration was for some the extension of God and Church to the heathen, but others went west for different reasons. Through the 1830's and 1840's. "Manifest Destiny" was preached in and out of the halls of Congress. Statements like, "... the idea that the great country West of the Rocky Mountains is to remain under foreign influence . . . is altogether inadmissible" were heard often. The frontier became a part of American psychology as well as its geography.



Former Legislative Hall at Oregon City

THE OREGON TREATY OF 1846

The slogan "Fifty-four forty or fight" reflected the expansionists view of their United States. The Oregon Treaty of 1846 which finally fixed the boundary at the 49th parallel did not raise much anger in the United States Senate, probably because the expansionists dreams were now turned to the Mexican War and a revolution in the Southwest.

As late as 1845, settlements in Oregon Country were still small dots on a large and empty map. Towns as we know them did not exist. Little if any formal organization tied together settlements such as Oregon City, Portland, or Astoria. All but a fraction of the population was still living south of the Columbia River. This was a time, however, of increasing interest in the Oregon Country and by 1846, major sites for water power and milling were already claimed and laid out.

OREGON CITY

Oregon City was definitely the largest and most well-developed town of all the settlements up to 1845. While Portland, Salem, and Milwaukie were still small villages, the original capitol of Oregon had nearly six hundred permanent residents. An "end-of-the-line" town, Oregon City owed much of its development to the geography that placed it at the foot of Willamette Falls. River traffic could only go as far as Oregon City, then a portage around the falls was necessary. Geography also limited the town's growth because steep bluffs and precipices were barriers to overland transportation and most definitely discouraged home sites.

LAND SPECULATION

This was a time of promotion and land speculation, and Portland was a prime example of this. Familiar names such as Lovejoy, Overton, and Pettygrove go back to original land claims in Portland, as well as to remind us of the flip-of-a-coin which gave Portland its name.

North of the Columbia, farms were scattered along the Cowlitz Valley and along the eastern and southern shores of Puget Sound. Tumwater, Centralia, and Olympia were infant cluster settlements. Seattle was yet to be staked out in 1850.



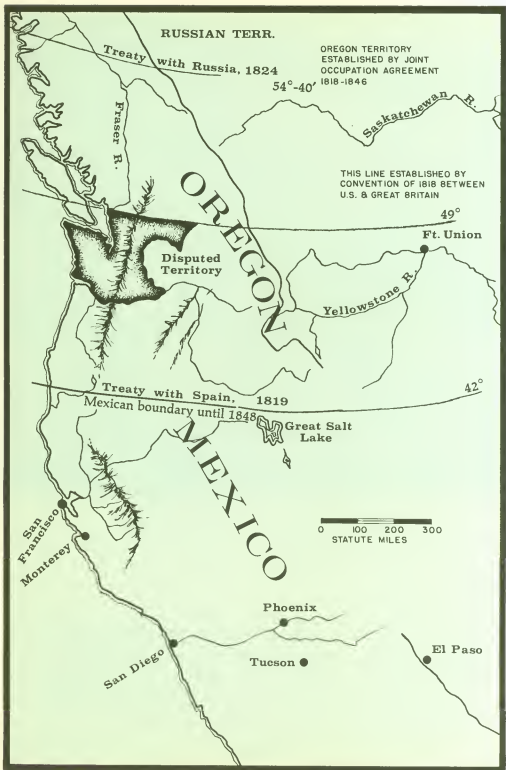
SETTLERS FROM NORTH AND SOUTH

The Oregon Country's population during the 1840's was basically in two distinct groups. About 46% of the adult population was born below the Mason-Dixon Line and 53% of the adult population was born north of the Line. However, 80 per cent of the child population was born in the younger states of the American Middle West. How did



Settlers on the Way to the Willamette Valley

their experiences in the Midwest of the thirties affect those who later decided to go on to Oregon? Very likely it became increasingly clear that in a rapidly growing country, it was extremely advantageous to own a millsite, possibly a townsite, or even the land where railroads might go. Though land was getting scarce, it was still possible to own some of these things in the Oregon Country, and on a New Frontier.



CHAPTER IV

The Settlers Come

The settlers pushed westward into a land of conflicting national claims. Spain, Russia, Great Britain and the United States each made some sort of claim to the land. To the early settlers it was important to have these claims settled, and as the land filled with people, equally important to have government that governed and law that kept order.

SPANISH AND RUSSIAN CLAIMS

Before anything permanent could be done for the settlers, national claims had to be settled. Spain and Russia had not withdrawn any of their original claims to lands now being occupied by American and British settlers. However in 1819, the United States and Spain negotiated a treaty that spelled out the western boundaries of the Louisiana Purchase and fixed the northern limit of Spanish territory at the 42nd parallel. By this treaty all Spanish claims to the Pacific Northwest were forever eliminated.

Today we occasionally hear about Russian fishing trawlers in our Pacific Coastal waters, but their interest in the sea and the land of the Northwest is not new. Early Russian explorers traveled the Pacific Coast as far south as Fort Ross in California. And on September 4, 1821, Tsar Alexander issued a proclamation extending Russian claims south along the Pacific Coast to Vancouver Island. This proclamation gave Russian citizens the right to travel and explore this area and prohibited foreign explorers from doing the same. The United States answered the Tsar's claim with:

"... we should contest the right of Russia to any territorial establishment on this continent, and ... we should assume distinctly the principle that the American continents are no longer subjects for any new European colonial establishments."

THE TREATY WITH RUSSIA

The treaty which was finally reached between the two countries gave

Russia exclusive claim to the land north of latitude 54—40. Between that point and the forty-ninth parallel, Russia and the United States agreed to share trade. Then in the next year, Britain and Russia drew up a treaty that eliminated Russia from competition for the Pacific Northwest. The sale of Alaska in 1867 by Russia to the United States finally ended Russian influence on the Pacific Coast.

THE BRITISH AMERICANS CLAIMS

British and American land claims were, however, much more complicated. More than thirty years after the 1814 Treaty of Ghent, both countries were still sparring for land and influence in the Northwest. The major disagreement between the nations was over control of the areas between the 46th and 49th parallels of latitude. The British claimed control beyond the Columbia River while the Americans pushed their claim to the 49th parallel near Vancouver Island. In 1818 a compromise was reached that opened the disputed area to both countries for ten years. This joint occupation agreement emphasized that neither side was abandoning its claims to the land.

EXPANSIONISM

In 1844, many years later, Britain and the United States were still trying to reach a boundary agreement. But by that time attitudes had changed. The fever of "expansionism," seized the United States, and Americans now were not thinking about a boundary at the 49th parallel but one at 54—40. Tensions between the United States and Britain grew dangerously. Fortunately neither country wanted war and agreement was finally reached settling the boundaries at the 49th parallel. The agreement gave the United States an area that was formerly occupied by the Hudson's Bay Company, and a large new population of British subjects. War was avoided, and on August 5, 1846, the Oregon country then became finally American.

PROTECTING LIFE AND PROPERTY

International disputes were matters that the early settlers could not deal with, but they did have the very important problem of establishing a government. There had to be a system that would protect property and people and promote the general welfare. The few thousands of settlers scattered thinly over the Northwest had to find answers for some difficult questions. Just how does one start a government? What model government is chosen? Why choose one form and not another?

EWING YOUNG

One aspect of the issue of government was forced upon the settlers by the death of Ewing Young, a prominent cattleman. Some system for the transfer of Young's large estate had to be devised. A committee which had already been holding public meetings to find ways of establishing a government met again and used a copy of the laws of New York to set up Oregon's first probate court in 1841. But there were other unsolved problems. Clubs were started and for the next few years they debated about various governmental systems. They discussed questions like these: Should the new government be subject to that of some other country or should it be completely independent? Would peaceful relations between the United States and Great Britain be jeopardized by establishment of such a government? How much authority should the new government assume?

WOLF MEETINGS

"Wolf Meetings" were called for the stated purpose of ridding the Willamette Valley area of wolves and other bothersome animals. It has been suggested that wolves and other predators were really never very bothersome, and that these meetings were simply used as excuses to get people together socially or for political purposes. Whatever the reason, a meeting was called at Champoege. Instead of wolves, government was the topic. Because the question of British or American control had not been decided, some, especially the French Canadians, did not want to take sides. Finally the French Canadians did support the Americans.

PROVISIONAL GOVERNMENT

The Champoege meeting put wheels in motion which would soon provide the "Organic Act of the Provisional Government of Oregon." Provisional indicated that the settlers knew theirs was a temporary government lasting only until the Oregon question was settled. The settlers were already expecting American control because they incorporated the Linn Bill into their Organic Laws. This bill was still before the United States Congress when it was adopted into Oregon law.

The bill provided that every adult male settler could claim 640 acres of land not already occupied by someone else. Requirements were few for claiming land. Otherwise, the Organic Laws also dealt with issues of slavery and compulsory taxation, both of which were ruled out. Unjustly, the law prohibited black people from moving into the Oregon Country. This law lasted only one year, however. The early law makers knew that the settlers had an intense dislike of taxes. Therefore the earliest taxes were voluntary.



Transfer Point at Scottsburg, Oregon

PROVISIONAL GOVERNMENT FAILS

As increasing numbers of settlers moved into Oregon Country, particularly after the great migration of 1843, the Provisional Government proved more and more unsatisfactory. When the boundary dispute was settled in 1846, the settlers thought Oregon would almost at once become a territory of the United States. But other national issues, especially slavery, delayed Congressional action. With the Whitman Massacre and other Indian troubles, however, Congress finally acted and on August 13, 1848, Oregon became a territory of the United States.

When the territorial boundaries were set, they included all of what is now Oregon, Washington, and parts of Idaho, and Wyoming and Montana. At that time very few people lived north of the Columbia River. In 1849, census figures showed only 304 white people living north of the Columbia, but by 1850 the figure had risen to 1,049.

THE WASHINGTON TERRITORY

By 1851, there was strong agitation by northern residents that another territory be created. They complained that the capitol of the Oregon Territory was too far away for the efficient administration of their affairs. It was further claimed that the territory was just too large for people in the north to get any attention. No roads had been laid out. No surveys had been made. They complained of being treated like step-children. In 1852, the Cowlitz Landing Convention petitioned the United States Congress to create the "Territory of Columbia." Without much resistance, a bill was passed February 10, 1853, creating the Washington Territory, named in honor of George Washington.

THE RESERVATION SYSTEM

Washington remained a territory for more than thirty years. During that time, various local and national problems affected the course of Washington statehood. What to do about the Indians was an issue. Washington's Territorial Governor, Major Isaac Stevens, began the "reservation system" which was an established American policy by then.

Under this system the Indians agreed to give up title to lands and settle in areas set aside for them so that the ceded lands could then be bought by white settlers. By 1855, agreements had been reached with the main tribes west of the Cascades. The inland tribes were more difficult to bargain with, however. These were people who made use of the first horses in the Pacific Northwest, ones who traveled long distances as part of their everyday lives. For them, confinement was contrary to their very existence.

Language and culture were additional barriers to agreement. The Indian believed that the Great Spirit loaned the earth to human beings for man to use. That one man should own a piece of land only for himself was an idea unknown to them. Thus, selling a piece of land did not mean to them that they could not still use it. There was no central organization among most Indian peoples to make agreements. A paper signed by an Indian and a white man was frequently nothing but an agreement between two persons.

Stage Coach Loading for Sumpter, Oregon



INDIAN RESERVATIONS OF THE PACIFIC NORTHWEST: 1969

<i>Reservation</i>	<i>Resident Population</i>	<i>Total Area in Acreage</i>	<i>Tribes</i>	<i>Unem- ployment</i>
<i>Idaho</i>				
Coeur d'Alene	523	69,299	Coeur d'Alene	49%
Fort Hall	3,038	523,409	Shoshone, Bannock	52%
Kootenai	60	2,695	Kootenai	n.a.
Nez Percé	1,468	87,879	Nez Percé	18%
<i>Oregon</i>				
Burns Paiute	150	732	Paiute	42%
Celillo Village	30	30.39	Celillo	n.a.
Umatilla	646	245,699	Umatilla, Cayuse, Walla Walla	17%
Warm Springs	1,428	637,144	Paiute, Wasco	36%
<i>Washington</i>				
Chehalis	186	4,225	Chehalis, Chinook, Clatsop, Cowlitz	n.a.
Colville	2,949	1,011,495	Methaw, Okanogan, San Poil, Lake, Colville, Nespelem, Nez Percé, Palouse, Moses, Entiat, Wenatchee	39%
Hoh	20	443	Quileute	36%
Kalispel	120	4,629	Kalispel	28%
Lower Eiwah	135	372	Quileute	34%
Lummi	669	7,085	Lummi	12%
Makah	515	27,013	Makah, Quileute	38%
Muckleshoot	271	1,188.57	Muckleshoot	38%
Nisqually	189	816	Nisqually, Muckleshoot Puyallup	29%
Ozette	0	719	Ozette (extinct)	0
Port Gamble	122	1,301	Squamish, Clallam	26%
Port Madison	190	2,679.9	Swamish, Etakmur, Lummi, Snohomish, Suquamish	26%
Puyallup	170	33	Nisqually, Puyallup, Muckleshoot, Skwawksnamish, Steilacoom	19%
Quileute	270	594	Quileute	47%
Quinault	927	127,956	Quinault, Quileute, Chinook, Chehalis	24%
Shoalwater	20	335	Quinault, Chehalis	40%
Skokomish	150	4,987	Clallam, Skokomish, Twana	34%
Spokane	600	137,151	Spokane	30%
Squaxin Island	0	1,496	Squaxin Island, Nisqually, Steilacoom	
Swinomish	364	3,371	Swinomish	43%
Tulalip	490	8,878	Snohomish, Snoqualmie, Skagit, Suiattle, Samish	36%
Yakima	7,010	1,095,236	Yakima, Klickitat	23%

Statistics from: *Department of Commerce EDA*, Jan. 1971.

n.a.—not available.



Garry, Chief of the Spokanes

INDIAN WARS

As more Indians saw their homes and way of living threatened by white settlers, hostilities increased accordingly. The settler's general view of the Indian as a "Child of God" or the "Noble Savage" didn't help matters either. The Yakimas, the Modocs, and the Nez Percé's each in turn warred against white men, and in turn were defeated by military forces. During the more than thirty years of skirmishes and hostilities many Indians were moved hundreds of miles from their original homes, to environments totally different from those they had known before.

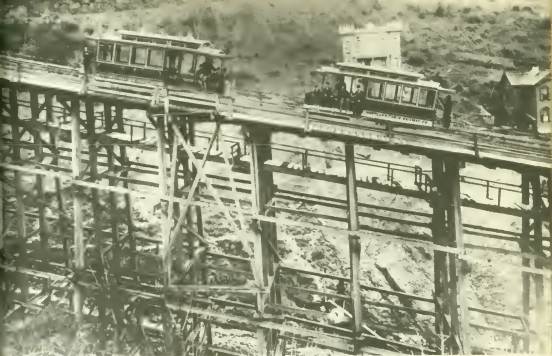
In 1859, Oregon was made a state and in 1863, the "Territory of Idaho" was created. Washington statehood was delayed. The lack of a transcontinental rail connection, the intense anti-Chinese feeling that existed in the West, and concern about a territory which had already granted women the vote were all factors which slowed up Washington's admission to the Union. However, on November 11, 1889 Washington became a state.

POPULATION GROWTH

These figures show population growth in the Pacific Northwest from 1840 to 1970. Notice particularly the years between 1870 and 1890. This was a time of extremely rapid growth for the entire Pacific Northwest. Between the years 1880 and 1890, Oregon's population nearly doubled, Idaho nearly tripled its population, and Washington's population increased almost five times over.

	Oregon Country	Oregon	Washington	Idaho
1840	150			
1850		12,093	1,201 ⁽¹⁾	
1860		52,465	11,594 ⁽²⁾	
1870		90,923	23,955	14,999
1880		174,768	75,116	32,610
1890		317,704	357,232	88,548
1900		413,536	518,103	161,772
1910		672,765	1,141,990	325,594
1920		783,389	1,356,621	431,866
1930		953,786	1,563,396	445,032
1940		1,089,684	1,736,191	524,873
1950		1,521,341	2,378,963	588,637
1960		1,768,687	2,853,214	667,191
1970		2,056,171	3,352,892	698,275

¹Includes part of Oregon Territory taken to form part of Washington Territory in 1853 and 1859. ²Includes population of Idaho, and parts of Montana and Wyoming. Statistics from U.S. Bureau of Census, Washington D.C.



Early Portland Cable Cars

PORTLAND GROWS

In 1850, Portland was little more than a good sized village. By 1860, it had 861 inhabitants, and by 1870 more than 9,000 people. Within a little more than ten years Portland was the social and economic leader in the Pacific Northwest. Certainly the founder, William Overton, could not have anticipated the events occurring many miles away that would bring Portland to a position of such prominence. This chart of the gold strikes tells a large part of the story of this early growth.

1848—Gold found at Sutter's Mill in California.

1852—Gold being mined in Southern Oregon area.

Jacksonville, Scottsburg, and Marshfield become important towns.

1853—Gold found on Santiam and John Day Rivers.

1854—Gold found on upper Columbia around Fort Colville.

1858—Gold rush on in Fraser region of Canada.

1860—Gold strikes made in Eastern British Columbia and Eastern Washington Territory.

1860—Gold discovered in Oro Fino mines in Idaho.

1862—Gold placer mines found at Elk Horn and Placerville, Idaho.

It has been said that without mining, Portland would not be. The gold discoveries did make for fast growth. How did mines so many miles away affect Portland's development? For one reason, many men who set out for the gold fields were sidetracked and never reached the gold fields, or not finding gold took jobs wherever they could find them. Often the jobs were around Portland.

In addition, the Columbia River was a major highway for entry into the gold fields. These figures show that in just a few years, the river's human transport tripled. In 1861, 10,500 men traveled the Columbia to the mines, and by 1864 there were 36,000 travelers.

The Columbia not only carried people into Portland and on to the gold fields but also brought in machines and goods for the mines. On the same ships, the agricultural products of the Northwest were loaded and sent to markets elsewhere. Thus a trade cycle was established that in a short period would help build a city.

THE PEOPLE COME TO WASHINGTON

Washington's early growth was not particularly encouraging. Until the early 1870's it was left behind in the shadow of its Oregon neighbor. What happened to increase the population by more than eleven times in just 20 years? What kind of people were the newcomers who had pushed the population past 325,000?

First, part of Washington's story, especially Seattle's, started off like Portland's. The Alaskan and the earlier San Francisco gold rushes attracted thousands of men all seeking their fortune. Few found gold, however, but many stayed in Seattle. The gold rushes occurred at a time of general labor shortage and men moving into a new city like Seattle did not have difficulty finding work, particularly if they would work in the forests. Lumber was rapidly replacing gold in importance. Primitive ox-drawn carts were being replaced by engines and machines of great power. Logging camps mushroomed. Forests were penetrated overnight.

THE RAILROADS

At the same time, transcontinental railroads were being born. A northern railway route was laid out as early as 1853 by Isaac Stevens, who was Washington's first territorial Governor. In 1862 the Union and Central Pacific Railroads were chartered, and the Northern Pacific in 1864. The earliest charters provided that these would be "land-grant"

railroads. Railroads were to be given land from the public domain.

For example, the Northern Pacific was to receive ten sections of land for each mile of track laid in states through which it passed and twenty sections of land for each mile in territories that it went through. The early development of the Northern Pacific was plagued with financial problems and serious disagreements about the selection of a western terminus. Because of its size, Seattle was the logical place for the western terminal, but Tacoma won out because it gave more to the land speculators. Seattle still had no direct transcontinental line.

RAILROADS TO SEATTLE

With great determination, the people of the Seattle region created numerous smaller lines that had no land grants. Many of these small railroads failed or merged to survive. The one line which came from many mergers and grew powerful was the Great Northern Railroad. Finally on January 6, 1893, Seattle had its transcontinental line, and went on to become the most important railway terminus in the Pacific Northwest.



Great Northern Railroad Engine

The railroads brought in more and more people. Logging changed from a simple operation to a huge and complex industry. Thousands of men moved into the region, supplying labor under the poorest working and living conditions. It is estimated that in 1883, more than one hundred persons a day came into Seattle, alone.

In addition to the labor supply of men without families who poured in, those with families were also moving into the Pacific Northwest. They came from many different backgrounds and places.

WHERE THEY CAME FROM

For the most part, the earliest American settlers were predominantly of Anglo-Saxon background. This pattern stayed very much the same throughout the Civil War years. Immigration increased, but it was an immigration of native-born Americans who were moving to escape the war, or unfavorable political situations, or generally just restless people looking for a better life.

CONTRACT LABOR FROM CHINA

In the mid 1860's, however, the pattern was broken when Chinese laborers were brought into the Pacific Northwest to work in the mines. They were brought in as contract labor, and nearly always left their families in China, hoping to bring them over later. The "Golden Mountain," as America was known, was a lure for thousands of Chinese who helped in constructing the railroads. To some, the Chinese were seen as threats to jobs. Verbal and physical abuse of the Chinese immigrants was not uncommon. Communication between W. Q. Gresham and Oregon's Governor, Sylvester Pennoyer, suggests the general attitude towards the Chinese at the turn of the century. These telegrams were exchanged between them.

Washington D.C.

To: Gov. Sylvester Pennoyer May 3, 1898
The Capitol Salem, Oregon

Apparently reliable reports indicate danger of Violence to Chinese when exclusion act takes effect and the President earnestly hopes you will employ all lawful means for their protection in Oregon

W. Q. Gresham

May 3, 1898

To: W. Q. Gresham
Washington D. C.

I will attend to my business. Let the President attend to his.
Sylvester Pennoyer

FREE LAND AND IMMIGRATION

With the coming of railroads, the immigration pattern changed dramatically. All over America and Europe "free land" was promised to immigrants who would settle in the West. Norwegians and Swedes came in large numbers to work as loggers and fishermen. They settled in areas where those occupations were well established: Seattle, Tacoma, Everett, Aberdeen-Hoquiam, and Bellingham.

German immigrants began to arrive in the 1870's. For the most part, they were farmers. The Ritzville-Davenport-Sprague areas in central Washington were communities so densely settled by them that German was the dominant language.

DUTCH LAND SPECULATORS

Early in 1890, Dutch speculators bought up land in the Pacific Northwest with the intention of settling it with Dutch colonists. Colfax, Washington received the first families from Holland. Unfortunately, their first night in the "wild west" was wild. A group of vigilantes gathered at their hotel and so frightened the newcomers that before morning broke, they were returning to Holland. But other Dutch settlements followed. Whidbey Island, Lynden, Zillah, Moxee City, and Prosser are towns in Washington whose early settlers were largely Dutch.

Mankind all through history has had the unpleasant habit of hating or fearing people who are different. Almost any reason for this feeling would do, although usually it was because of racial or religious differences. There is a word for this fear-hate attitude called xenophobia, pronounced as though the x is a z. It exists everywhere and the Northwest had its share, too, as the Indians and blacks, and the Chinese and Japanese discovered.

RELOCATION

In 1940, there were about 25,000 persons of Japanese ancestry in the Pacific Northwest. Most of them were American citizens who had been born in the United States. Many were engaged in truck farming and agriculture. With the outbreak of World War II, a kind of hysteria gripped the country, especially on the West Coast. Many people were afraid that the Japanese-Americans might sabotage the war effort. Even though no evidence was ever found to support this fear, a "relocation" order was issued forcing all Japanese on the West Coast



**Japanese Relocation Center During World War II
at Portland, Oregon**

to be moved inland. From western Washington alone, more than 13,000 Japanese were relocated. Some were sent to Minidoka center in Southern Idaho. Hostility toward the Japanese during this time was especially shown in the newspaper headlines:

“Japanese to Evacuate 20 Oregon Communities by June”

“Alien Sign-up to Be Pushed”

“Soldiers Guard Evacuee Center”

“Camps in Idaho to Get Japanese”

“Vegetable Supply Seen Cut if Japanese Gardeners Moved”

Many of the people who were relocated sold their homes and businesses at very low prices. This wartime order was years later declared unconstitutional.

BLACK MIGRATION

Although their numbers were few until World War II, black people have been part of the Pacific Northwest's history from the early days of exploration and development. One of the most well known to the West, was William Clark's slave known as York. York served as interpreter on the famous Lewis and Clark expedition, and along with Sacajawea managed to maintain fairly peaceful relations with local Indians. Many of the early fur trappers were black men who found themselves used as middle men between Indian and White. They were apparently more trusted than the white men and it was not uncommon for communication to be filtered through them.



The Flowers Family Pioneered in Oregon in 1865



George Washington, Early Settler in Centralia, Washington

GEORGE WASHINGTON

One of the earliest settlers in Oregon country was a black man named George Washington. He had traveled to Oregon after fighting in the battle of New Orleans. Washington was one of the first Americans to settle north of the Columbia. Although slavery as an institution never existed in the Northwest, the region clearly did not encourage black settlement. Washington and another black person who ventured to this region probably did not know that they would not be permitted to own property. Probably they would face physical abuse, as well. A portion from the earliest laws of Oregon reveals the sentiment that existed in the Oregon Territory regarding black people:

Chapter XXXV

"poll tax on negroes, chinamen, kanakas, and mulattos

Sec. 1. that each and every negro, chinaman, kanaka and mulatto, residing within the limits of this state shall pay an annual poll-tax of five dollars for use of the county in which such negro, chinaman, kanaka or mulatto may reside.

(from *Laws of Oregon*, 1845-64. p. 815. OHS)

During and after World War II, increasing numbers of black people immigrated to urban areas of the Pacific Northwest.

THE BASQUES

As early as 1880, Basque immigrants were coming to America and within the last twenty-five years there has been additional Basque immigration to the Pacific Northwest. These immigrants from northern Spain came mostly as sheep herders, an occupation in which they have traditionally specialized. Although some other Basques came as contract labor, much as the Chinese did years ago.

THE CHICANOS

The Pacific Northwest has a sizeable permanent Chicano population. Oregon, alone, has about 40,000 persons of Mexican-American descent. Nearly that number travel through the state every year providing temporary but important labor in agriculture. The Willamette Valley in Oregon, the Yakima Valley in Washington, and the Treasure and Magic Vallies in Idaho, are particularly dependent upon Chicano help.

MIGRANT LABOR CAMPS

Standards for housing of migrant labor are now coming under tighter examination by state governments. In many cases labor camps

that do not meet minimum standards have been closed down. Organizations such as The Valley Migrant League in Oregon and the Idaho Migrant Council have been formed to develop educational and economic opportunities for Chicanos. "Chicano" is more than a name; it carries a feeling of pride and respect for a heritage and a culture. The Chicano peoples of the Pacific Northwest are becoming increasingly independent economically and they have kept their pride in their history and culture.

THE FIRST IMMIGRANTS

No discussion of the Northwest peoples is complete without discussion of the "original immigrants," the Indian population. Many still live on reservations. The numbers on reservations are decreasing as young people leave in search of better economic opportunities. As with black and Chicano peoples, the Indians have a higher percentage of unemployment and underemployment than does the general population. Living conditions are frequently very poor for the Indians, with medical and educational facilities distant or unavailable. Nonetheless, there is now a strong sense of "ethnic identity" among them, and a great resurgence of cultural pride among Indians of the Pacific Northwest.



Tipis on the Umatilla Reservation



German Community in Aurora, Oregon

MORMON SETTLEMENT

Mormon settlement began to move north and west of Utah in the early 1860's. Their first settlement in Franklin, Idaho, met with prejudice and hostility as it did in other places. People usually opposed the Mormons on the grounds that they practiced plural marriage, called polygamy. In 1882 Congress passed a law which flatly forbade this practice. Shortly after that law was enacted, Idaho introduced the Mormon Test Oath Law. This law denied the right to vote, the right to hold office, or the right to serve on juries to anyone practicing polygamy or belonging to any organization which sanctioned it. Quite literally, Mormons were denied political rights because they were Mormons. Prejudice against them continued in varying degrees for many years. Unfortunately for them, they were different.

THE UTOPIANS

Toward the late 1870's "Utopian" groups could be found sprinkled about the Pacific Northwest. The region was a good place for anyone seeking isolation and the opportunity to be self-sufficient. Generally these groups held all property in common. Names like Equality, Hope, Home and Aurora can be found on maps even today to remind us of the dreams of their founders.

Immigration has been a very significant factor in the social and economic development of the Pacific Northwest. Every major city has had its immigrant sections receiving waves of newcomers. For example, in Portland the Albina neighborhood was inhabited first by Scandinavians, then Finns, Russian-Germans, Poles, and most recently black people and some Indians. Even today in the Northwest there are population islands where some traditional European cultures are maintained.

TRANSPORTATION

Transportation is a great part of the history of the Pacific Northwest. From earliest days when the ocean brought the first explorers, markets and raw materials were sought. Later, as river steamers moved up the Columbia toward forests and mines, markets and cities grew at transshipment points. Stories of the Mullan Road connecting Walla Walla, Washington and Fort Benton, Montana, the Canyon Road connecting Portland, Oregon with the Tualatin Valley, and even Seattle's Great Northern Railway are just a few examples of the way transportation and markets expanded together.

Occasionally power kept out competition. For many years the Oregon Steamship Navigation Company practically controlled all river transportation on the Columbia. Struggles over control of rail routes were common. The Northern Pacific's completion in 1883, came only after a power struggle. But by 1890, local and transcontinental railroads opened up the region to increasing numbers of immigrants to growing markets and a great increase in commerce.



Flying the Mail

FROM HOBBY TO BIG BUSINESS

A hobby that grew into a multi-million dollar business is also part of the transportation story of the Pacific Northwest. William Boeing's tiny company helped meet the military needs of World War I, then continued to grow by flying the mail, then passengers. The Boeing 747 Jumbo Jet is far different from the original 1916 model that flew at a top speed of 75 miles an hour. The earlier airplanes linked the Pacific Northwest to the continent, and the 747 joined it to the world.





Early Portland Street Scene

CHAPTER V

And The People Move to the Cities

Just as the United States grew from an agricultural and rural land at the beginning of this nation's history to an industrial urban giant, so grew the Pacific Northwest. The first census of the United States shows about five percent of the people living in urban areas, but by 1970 nearly seventy-five percent of the people lived in such areas. The 1850 census, the first to include the Pacific Northwest states, shows that there were already five cities in the area, and by 1970 these five cities had grown to nearly seventy percent of all the people in the area.

Instead of remaining a land of open spaces and farms, the Pacific Northwest followed the pattern of urban growth of the nation. The first settlements to become urban centers in the United States, like Boston, New York, and Philadelphia, remain urban to this day. The first two Northwest settlements to emerge as population centers were Seattle and Portland, and they have continued to lead in size to the present day.

Statistics show that the people of the United States move to the cities, and the same is true of the Pacific Northwest. Some communities grow into metropolitan centers. Others waste away and become ghost towns. The Pacific Northwest has many examples of each. Every community has a unique life and attraction just as each person is unique. Time and space forbid examining each of the more than two hundred urban communities in the region. We must look instead, at the reasons for the growth of a few communities, to see how and why they grew into Northwest cities.

THE MAKING OF A CITY

Smaller places grew into cities because of the talents and interests of the people who lived in them. Pioneer communities began as service centers to the trappers, the farmers, the miners, and the loggers who worked nearby. Trappers needed tanners to better prepare their catches



Aerial View of Boise, Idaho

for the market, and merchants to supply them with the goods and traps needed for their livelihood. Blacksmiths and other craftsmen were needed to repair, service, and provide the tools and equipment needed for living on the frontier. Most of the cities of the Pacific Northwest began when some trader or craftsman established a trading post or shop along the bank of a nearby stream or on the ocean shore. Then other traders and craftsmen settled beside the first one to provide additional wares and services. Probably on a nearby rise in the ground homes were built, and so a community began.

As the population grew, more different kinds of craftsmen were needed, trading posts grew into stores and specialty houses, warehouses were needed to store the outgoing goods and the incoming wares, and

banks were established. Other activities associated with city life such as hotels, restaurants, newspapers, medical facilities, legal services and theatres were started.

BUILDING A CITY

The shape of the land determined the growth patterns of many settled places. In hilly country building was done first on the flat land of a river bank or oceanside. Then, as these places grew and the flat land filled up, building construction moved gradually up the sides of the hills. Portland and Seattle are both good examples of this kind of growth. For example, the Willamette River makes a right angle turn in the heart of Portland, and the city grew along this bend.

Cities build outward from their first site. As this occurs the original place of settlement often becomes a transportation terminal or warehouse area. The first residential section then becomes the business district, and the residential area moves farther out. As these new residential districts become farther removed from the central business district, local service areas develop.

Gradually as the city expands, it takes in nearby towns and thus increases the size of the city. In many of the larger and older communities, the old city centers and residential areas have decayed, and it is in these run-down areas that we find modern urban renewal projects. In other cities whole business areas are being developed as single units like the Northgate Center in Seattle and Lloyd Center in Portland.

CITIES GROW OUTWARD

As cities grew and residences became farther removed from the place of work, fast and dependable transportation became a necessity. At first, of course, the size of the city was limited by the distance a person could walk or travel by horse. Electrically driven cars, familiarly called trolleys, were developed to speed transportation. Larger communities often bought or developed their own transit systems. Nearby communities were linked together by inter-urban lines. Although invented and in general use earlier, travel by automobile really began to boom in the 1920's. Streets were improved, parking lots laid out, and pollution increased. Mass transportation has solved some problems and created others; it still leaves many unsolved problems for urban dwellers.

BASIC DATA CITIES OVER 25,000

<i>Name</i>	<i>Population</i> 1970	<i>Date</i> <i>Founded*</i>	<i>Reason for Growth</i>	<i>Major Industries in Area</i>
Boise	74,990	1863	Trade Center for area and State Capitol	Trade, tourism, irrigated farming
Idaho Falls	35,776	1891	Agricultural and highway center	Agricultural service center and tourism
Lewiston	26,068	1861	Supply center for mine fields and later trade center	Trade center for area and tourism
Pocatello	40,036	1881	Railroad and trade center	Agriculture and chemical (phosphate)
Corvallis	35,056	1845	College Community	Dairy and fruit farming
Eugene	78,389	1851	Trade Center at end of navigation on Willamette	Lumber mills and wood processing—agriculture—horticulture
Medford	28,425	1883	Railroad promotion and favorable location for fruit	Recreation (Rogue River fishing) Fruit farming (pears) and lumber
Portland	380,555	1846	Seaport, trade center for Columbia Plateau and Willamette Valley	Seaport, specialized manufacturing
Salem	68,856	1840	Trade Center for farmers and State Capitol	Canneries and packing plants (berries & vegetables), wood processing
Springfield	27,220	1853	Lumber processing center	Lumbering and agriculture
Bellevue	61,102	1880's	Space and resources for suburban expansion	Wood processing plants Suburban area, small manufacturing

*Founding dates are subject to many interpretations—first settlement, subdivision, charter, and other sources—and dates used may differ from local sources or other data, date is thus suggestive of the city's beginnings.

BASIC DATA CITIES OVER 25,000 (continued)

Name	Population		Date Founded*	Reason for Growth	Major Industries in Area
	1970	1960			
Bellingham	39,375	34,688	1852	Port, timber and scenic attraction	Tourism, lumber and wood processing, Alaskan salmon canneries
Bremerton	35,307	28,922	1891	Favorable location for naval yards	Naval yards and tourism
Everett	53,622	40,304	1892	Deep water port and transportation center	Wood processing, iron works, transportation and aerospace
Longview	28,373	23,349	1922	Company town	Lumber and aluminum
Renton	26,229	18,453	1870's	Coal mining, rail center, and manufacturing	Manufacturing Aerospace
Richland	26,290	23,548	1940	Center for Hanford Project	Atomic energy plant
Seattle	530,831	557,087	1851	Timber, Alaskan and Oriental trade and port	Aerospace, seaport, transportation
Spokane	170,516	181,608	1872	Falls and electricity Transportation center	Transportation, food processing, manufacturing
Tacoma	154,581	147,979	1868	Railroad transportation center and manufacturing	Wood processing, transportation Electrometals, manufacturing
Vancouver	41,859	32,464	1824	Headquarters Hudson's Bay Fur Company and transportation center	Aluminum
Yakima	45,588	43,284	1884	Railroad promotion Trade and Service Center	Processing wheat, peas, vegetables and fruits

CITY SERVICES

As can be seen by the preceding charts, urban population grew rapidly through the 1880's, 1890's, and 1900's. This was made partly possible by improved mass transportation. As more and more people moved to the cities, their safety, their health, and their convenience made many more services a necessity. Protection from public disturbances and crime made some sort of law enforcement essential. At first policing was a voluntary service, and in 1851 Portland established a paid force. Fire also threatens life and property. Portland's first volunteer fire service was in 1850, but it was replaced by paid services in 1882. Pure water is a necessity. Water systems were generally privately owned, but as the cities grew they became publicly operated. Waste had to be disposed of and sewers were constructed. Streets had to be graded and paved. Street lighting was introduced for both protection and safety. Other services like telephones, gas, and electricity were made available. As cities grew and expanded, building codes were passed, and city planning and zoning established to control and manage urban growth.

In architecture, the Pacific Northwest borrowed from other parts of the country, but it also made its own contributions to the advancement of architecture. In the beginnings of any region, necessity rather than design is no doubt the strongest influence on building construction. Shelters built from wood, because it was on hand and cheap, came first. Builders and not architects drew the plans for the first buildings. The New England style, two-story frame cottage was copied and built very often in the early period.

BUSINESS DISTRICTS DEVELOP

During the 1870's and 1880's, as the cities began to develop business districts separate from the residential areas, an architecture for the business section began to emerge. The buildings were of brick with cast iron fronts or façades. They were narrow with a high arched first story and an additional floor or two above. The upper stories were columnated and had many decorative features, often referred to as gingerbread. The first public buildings were modeled after New England public buildings. The finer residential homes had many rooms with much turned and carved woodwork decorating the inside and outside of the structures.

As the larger cities continued to grow, so did the height of the buildings. The L. C. Smith Building in Seattle was among the nation's first skyscrapers, forty-two stories high and of steel frame construction. After World War II the first of the giant glass-faced skyscrapers on reinforced



Chief Seattle Next to the Space Needle

concrete frames was built in Portland. This was the Equitable Building designed by the then Portland architect Pietro Belluschi. The Seattle Center, built for the 1962 World's Fair, featured the Space Needle rising to a height of 605 feet. The tall tower has a revolving restaurant at the top. The highest building in the Pacific Northwest is Seattle First National Bank Building rising fifty stories to 609 feet. In retail stores, the model groupings at the Seattle Northgate Shopping Center and Lloyd Center in Portland have attracted national attention because of their functional utility. Creative design in the architecture of private and public buildings has attracted national attention to the Northwest.

THE ARTS AND ENTERTAINMENT

Closely related to architectural development in cities is the growth of the performing arts. The Pacific Northwest has generally followed national patterns, but in addition has made its own unique contributions to these art forms. Folk songs and religious hymns were popular forms of musical expression in pioneer days. Classical groups were also formed early in the Northwest. In Aurora, Oregon, settled by a socialist group of German background, there was a classical music group in 1857, and by 1860 there were at least five music teachers in Oregon. Portland organized a Philharmonic Society in 1866 and the Seattle Symphony Orchestra was started in 1903. The Pacific Northwest was soon added to the concert tours of world famous musicians. Other performing arts, were the Chautauqua programs that toured large and small communities in the early decades of the Twentieth Century.

Traveling variety troupes and minstrels came to the area in the early 1850's, and Portland had a theatre building by 1858. Vaudeville circuits were numerous. In Seattle the Repertory Theatre and the University of Washington drama groups were widely known. The Shakespeare Festival performed annually at Ashland, Oregon is now world famous. By the turn of the century art associations had been established and art shows were common. The first circulating library was established at Oregon City in 1844.

GHOST TOWNS

Not all the trading posts and service centers or planned developments that began in hope and enthusiasm grew into cities or survived. The Pacific Northwest has many ghost towns that are reminders of dreams that failed. Some of the ghost towns are lost to history, others still remain as monuments to a bygone age. Silver City, Idaho was once the scene of a bustling and prosperous gold mining community in the



The De Moss Family, an Early Performing Group

Owyhee Mountains. A city of over two thousand in 1890, it is today at the road's end, the gold exhausted, and the buildings tumbling to ruins. A family here and there keeps alive its memories offering visiting tourists a look at the world that was.

CHANGING TRADE AND SERVICE CENTERS

Near the larger cities are once growing trade and service centers servicing local communities that have lost their purpose because improved roads and the automobile have brought the cities closer. For example, in the area southwest of Portland, Scholls has remained a struggling community while Progress has become a suburban area. Others like Bayocean started as a resort on a Tillamook Bay peninsula early in the twentieth century prospered for a time, but finally failed for lack of support, and the inroads made on it by the sea. Few who look at the paper mill and electric plant in West Linn beside the falls of the Willamette River know that for nearly twenty years it was the site of the busy center of Linn City. Fire and floods destroyed that city in 1861.

THE PEOPLE IN THE CITIES

People make the cities. Cities grow and prosper because of these people. Who are the people that make up the cities of the Pacific Northwest? The Northwest cities have a higher percentage of Caucasians than any other comparable region of the United States. In Seattle the black population is seven percent of the total population of the city. In Portland they constitute six percent, in Tacoma seven percent, in Spokane one percent, and in Boise less than one percent.

BLACK MIGRATION

The original settlers coming to the Oregon Territory had included black people. In fact, there were black men among the members of both the Robert Gray and Lewis and Clark Expeditions. George Bush, who farmed in both Willamette Valley and Puget Sound area, was one of the richest and most influential men in Oregon in the 1840's and 1850's. Growth of the black population in the cities was small until World War I when they came in large numbers to work in the shipyards. After the war some remained to form the nucleus of black communities in the cities. Again in World War II they worked in the shipyards. Many more remained and since that time have steadily increased in number.

THE CHINESE AND THE JAPANESE

The Chinese and Japanese, different ethnic groups, had an active role in the history of the Pacific Northwest and its cities. The Chinese came with miners from California in the 1850's. The Japanese came later. Both groups became a part of the labor force. Feelings about them were mixed with many settlers opposed to them, a feeling that became so strong that federal legislation was passed limiting further immigration. The original Chinese and Japanese immigrants settled either in the cities or nearby areas and continued in the labor force or established businesses of their own. Because many continued their Oriental customs and traditions, they were for many years a unique part of the community.

Other smaller ethnic groups in the cities were the Indians, the Mexican-Americans, and the Filipinos. The Basque people of Southern Idaho and Eastern Oregon were still another distinct ethnic-cultural group. Boise is the home of many Basques, and it has been said that next to Barcelona in Spain that Boise is the largest Basque city in the world.

NORTH AND WEST EUROPEAN POPULATIONS

The city populations of the Pacific Northwest are predominantly white racially. The largest groups not native to the area came from other



Basque Folk Dancers in Boise, Idaho

states in the United States and Canada. Peoples of western and northern European countries came in large numbers. Germans, Irish, and Scandinavians made the Northwest cities their homes, often preserving some of their own cultural traditions.

TROUBLE IN THE CITIES

The peoples of the Pacific Northwest cities have had ethnic and cultural conflicts just as in many other American cities. During World War I Germans were victims of abuse, and in World War II Japanese were taken from their homes and moved into relocation camps in the interior. Racial troubles have occurred among various races. From 1910 to 1940 violent labor troubles disturbed life in the cities. Each of the cities of the Pacific Northwest has its own pride and personality, with the good and the bad mixed in their development, just as it is in American cities elsewhere.

Urban growth follows traditional patterns, and the Pacific Northwest cities were no exception. Because of their late start in the nation, they grew more rapidly than many of the older cities on the East Coast. Seattle, the largest city of the Pacific Northwest well illustrates the story of American urban growth.

SEATTLE

Seattle began with the landing of the Arthur Denny party of twenty-four people at a point on Puget Sound in November 1851. Enthusiastically and optimistically they named their landing point New York Alki. Alki is an Indian word meaning by and by. The New York has long since been dropped, but there is still an Alki Point in West Seattle. The Denny party was preceded earlier in the autumn by their own advance party and by a group who staked claims on the Duwamish, which is now a part of Boeing Airfield. However, the Denny party soon found a better place for settlement across Elliott Bay to the East. Here Dr. David Maynard had started a general store and called the site Seattle after a friendly local Indian chief. Soon afterward Henry Yesler built a steam sawmill nearby. The Denny party had started from Illinois, and Maynard and Yesler had come from Ohio. This was typical of the settlers of the period, most coming from either the Old Northwest or New England.

LUMBER EXPORTS

California was in need of lumber for construction during the gold rush. In this way San Francisco became the natural market for the cedar and fir growing along the Seattle waterfront and in the surrounding hills.



Seattle About 1885

Present Day Seattle



Salmon, of which there was an abundance, was caught, pickled in brine, and shipped to the same market. From its very beginning Seattle used its harbor to build trade and promote its growth.

In spite of its efforts at promotion, the growth of Seattle was steady, but not phenomenal. Dr. Maynard began the effort to attract people and investments by donating the land for Yesler's sawmill and by sale of good land at low cost in the hope of future gain. The drive of Seattle business interests to entice the transcontinental railroads to make it the western terminus is another example of their spirit, a drive which succeeded in 1893 with the arrival of the Great Northern Railroad.

HILLY SEATTLE

The shape of the land made city expansion difficult. The steep hills rising abruptly from the Bay limited growth. However, the Seattle citi-



Early Ship Launching at Lake Union

zens could not be stopped by a few hills, and they proceeded to change their environment. Without anything like today's heavy earth moving equipment, sixteen million cubic feet of earth was moved to level the hills, ease the grades, and fill in the swampy stretches of the Duwamish lowlands. This was made possible by Reginald Thompson, an engineer, who applied principles learned in hydraulic mining in California to Seattle's hills. Water pressure was used to wash the earth away and change the shape of the city. Much of the heart of metropolitan Seattle of today was built in this way, and on the filled land there is now the Boeing Company, railroad terminals, and other heavy industries.

LAKE UNION

Another natural feature utilized by the ingenuity of the people to great advantage is Lake Union. It was a natural fresh water lake lying to the east of the Elliott Bay settlement and would make a natural fresh water harbor if ocean going ships could reach it. To make this a reality, a series of locks was constructed at Ballard. These locks raise ocean going vessels twenty-six feet to the level of Lake Union. With this encouragement marine engineering works have been constructed along its shores.

POPULATION GROWTH

Seattle's population in the decade 1900-1910 increased by three hundred percent. Gold had been discovered in the Alaskan Klondike in 1897, and Seattle now had a transcontinental railroad terminus. Because it was the nearest major seaport to Alaska, it became the center for Alaskan trade. From here the departing gold seekers were outfitted for their treks. Here they returned to celebrate their successes or to begin life again. And for those who remained in Alaska it was their source of food, equipment and other life needs. Seattle celebrated its success as a trading outlet with the Alaskan Exposition of 1909.

TALL BUILDINGS

Seattle, like all American cities, had to await the invention of the elevator in 1857, to make possible the construction of high rise buildings. Wooden construction had limited buildings to only four or five stories. But with the use of steel in building construction, the skyscraper age started in American cities. The forty-two story Smith Building built in 1910, has become a landmark in the Pacific Northwest. This Seattle skyscraper was built less than twenty-five years after the ten story Jenney Building in Chicago had pioneered the way. Not only was the Smith

INTRODUCTION OF PUBLIC SERVICES IN MAJOR POPULATION CENTERS

	<i>Portland</i>	<i>Seattle</i>	<i>Spokane</i>	<i>Tacoma</i>	<i>Boise</i>	<i>Eugene</i>
Date founded	1846	1851	1872	1868	1863	1851
Improved streets	1865	1876				
drainage system	1865	1876	1884	1891	1900	
paved	1865	1879	1890	1898	1900	1890
Street lights						
gas	1880	1873	1886	1885		
electric	1880	1886	1885	1886	1887	1887
Sewers	1873	1890	1890	1891	1900 prior	
Water system						
privately owned	1857	1881	1884	1885	1889	1886
public	1887	1890	1885	1893		1908
Zoning laws						
building codes	1924	1906	1890	1911	1902	
zoned areas	1924	1923	1929	1953	1966	1937
city planning	1924	1924	1928	1953	1964	1925
Public utilities						
telephone	1878		1888	1884	1883	1894
gas	1859		1886	1891	1956	1913
electric power		1886	1885	1882	1887	1911
Police department						
paid	1851	1869	1889	1874	1885	1862
Fire department						
volunteer	1850	1876	1884	1880		1872
paid	1882	1889	1889	1885	1904	1905

Building erected during this period, but also many of the department stores, banks, office buildings, hotels, and public buildings that now form the central business district. The growth and expansion of the central district created many more jobs, and this increased the need for homes. Building construction contributed millions of dollars to the growing economy of Seattle.

CITY SERVICES

In 1896 the city took over the privately owned rapid transit system and so made possible further extension of its boundaries. A number of independent communities around Seattle joined the city. Ballard was added in 1907, West Seattle in 1907, and Georgetown in 1910, all increasing the size of the city. In 1940 a floating bridge was completed across Lake Union linking the eastern and western sides. The bridge floated on hollow concrete blocks to provide the needed buoyancy.

PROTECTING CITIZENS

Construction and rapid growth made it necessary to expand city services to meet public needs. A uniformed paid police force was started in 1869. A paid fire department was started in 1889 after the great fire had destroyed many of the main buildings of the city. The privately

Seattle's First Steam Fire Engine



owned water system, established in 1881, became public in 1890. A water storage system was constructed high in the Cascade Mountains nearly thirty miles from the city. In the same year, 1890, a sewer system was started requiring the laying of over four hundred miles of pipe. To utilize the public services still better, the first building code was passed in 1906. And from 1903 to 1913 the city's system of parks and playgrounds was started and expanded.

THE PEOPLE WORK

A city must provide public services for its citizens, but it must also have jobs for its people to earn a living. Nearly one person in every four is now employed in a service industry. An almost equal number are working in some type of manufacturing. Since Seattle is one of the major centers for aerospace manufacturing in the United States, half of the total number employed in manufacturing are in this field.

The great importance of the aerospace industry to the Seattle area is emphasized by the fact that one in every eight persons is directly employed in this industry. The manufacture of forest products and food processing are second and third in the numbers of people employed. Other manufacturing includes metal fabrication, ship building, rail and truck construction, primary metal processing, clay and glass products, wearing apparel, and electrical equipment. Seattle is one of the great seaports so that the handling of cargoes is the third largest source of employment. Many federal governmental agencies have been established in Seattle creating new kinds of employment.

THE PEOPLE PLAY

Cities must also provide recreational and cultural opportunities for their people. A symphony orchestra was started in 1903. The Washington Art Association was founded in 1906, and there is the Seattle Art Museum's world famous collection of jade and Oriental art objects. From the first professional stage performance in 1863 to today, it has had its famous theatres. It now has an Opera Association and a Repertory Theatre. And with the growth of professional athletics it has sponsored teams in nearly all sports.

Today, Seattle is a city of more than half a million people. Because of its location on an isthmus between the lakes and Puget Sound, its physical growth seems to be limited to its present area of 91.6 square miles. However, like most American cities today, people are moving into the suburbs. The Seattle Metropolitan Area has a population of 1,421,869. The trade carried on in the city has been estimated at nearly three billion dollars annually.



Seattle Plays Host to Tourists

BEAUTIFUL SEATTLE

The beauty of its scenery and surroundings is a source of pride and satisfaction to Seattle citizens, and an attraction to many tourists. It offers winter and summer playground activities for groups or for individuals. There are the cultural attractions of music and art. The Space Needle, rising 605 feet into the air topped by a restaurant is a show-piece. The annual Seafair featuring hydroplane boat racing is another of the city's special attractions.

Seattle's history is not unlike that of other American cities. It has had its corruption in government followed by reform movements. The city has seen rough battles in the rise of the labor movement. It has experienced depression along with prosperity. It has its inner city problems. Like all cities, Seattle looks for solutions to these problems.

PORTLAND

Portland, a city of almost four hundred thousand, is just above the Willamette River junction with the Columbia. Because these rivers are deep, ocean going vessels call regularly in the Portland harbor. To do this, ships sail nearly one-hundred miles inland to Portland, making it one of the few major seaports of the world that distant from salt water. Today over 15,000 people earn their living directly from the shipping activities and nearly \$400,000,000 of shipping passes through the port each year.

SHIPS AND TRADE

Not only is Portland a shipping and trade center, but it is also a manufacturing center. Metal working, with aluminum processing as the principal one, is a major industry. Aluminum ore is shipped to Portland area for smelting and then elsewhere for fabrication. Cheap electric power is needed for aluminum processing and Portland has it in abundance. Situated in the heart of the timber region, Portland has become the leading manufacturer of the specialized equipment needed in logging and lumbering such as chain saws, lifts, and hoisting equipment. There is an extensive trade in lumber and in processed forest products as well, including paper, plywood, and fuels. Tektronix, located in its Beaverton suburb, led the way in the production of delicate electronic testing equipment. Another industry in Portland is the production of sports clothes; it is the home of Jantzen, Pendleton, and White Stag clothes.

THE FOUNDING OF PORTLAND

Portland had its start when William Overton paddled his way up the Willamette River in 1844. He spotted a small clearing in the dense timber along the west bank of the river that he thought would make a harbor town. Overton then filed a claim for the 640 acre tract that was to be the beginning of Portland. Unable to pay the twenty-five cent filing fee, he sold a half interest in his land to another new arrival, Asa Lovejoy. The small clearing was improved, streets laid out, a store opened, and soon services were established. James Terwilliger built a blacksmith shop in 1846, Daniel Lownsdale a tannery in 1845, and John Waymire a sawmill at about that time.

PORTLAND IN 1850

By 1850, Portland had stores and industry, a school and churches, hotels and *The Oregonian*, then a weekly newspaper. In 1851, the city was incorporated and Hugh O'Bryant became its first mayor. The city was separated from the Tualatin Valley farming region by the heavily timbered West Hills, and a road was opened through the hills by the side of Tanner Creek. This road was planked with timbers in 1851 to insure year round usage, and became known as Canyon Road.

PORTLAND LATER

The growth of Portland has been steady, but unspectacular. Its location at the west end of the Columbia River watergap through the Cascades made it the natural center for processing the agricultural products of the Columbia Plateau. Portland became the largest wool market west of Boston, and a leading market center for wheat and livestock. The products of the Willamette Valley moved down the river through Portland also. It became a market for agricultural products and a center for agricultural processing and for the processing and marketing of forest products.

Portland is proud of its reputation as a city of homes. Residential building was encouraged in part by the city's public parks. The largest stand of virgin timber, over one hundred acres, within the limits of any city in the United States is in Portland. The Portland Zoo and Oregon Museum of Science and Industry are widely known. The annual Rose Festival in June is now a national event. It is also the home of several colleges and universities, of musical associations, of art groups, and of other cultural activities.

CITIES EVERYWHERE

Many interesting stories of other Pacific Northwest cities could also be told if there were space enough and time enough. All cities have followed similar general patterns of growth, and each reflects the character of the people who contributed energy and money to their growth. Each city has had to adapt to its physical environment and the resources nearby and to the trade area that it serves.



Logging by Balloon

CHAPTER VI

And the Economy Grows

The early settlers who moved westward by land or by sea found a land covered by forests. The only exception was the arid sagebrush land of the Intermontane Area. The settlers' first task was to clear the fields for planting. Timber covered land meant only back-breaking work to the first settlers; they had to have open space to plant their crops, and they had to clear off the trees as quickly and easily as possible.

LUMBERING DEVELOPS

However, the economic value of the great stands of timber was a resource soon to be exploited. Commercial lumbering was started in the Northwest by Hudson's Bay Company. In 1827 Dr. John McLoughlin hired a group of Kanakas to cut lumber for the company. The Kanakas were natives of the Sandwich Islands who had come to the region as deck hands on ships, and remained as laborers. Now Hawaii, the Sandwich Islands, received the first lumber cut in the Pacific Northwest. This lumber was produced on a small hand operated sawmill near Fort Vancouver.

About ten years later, the first sawmill in the Willamette Valley was built on Chehalem Creek by Ewing Young. Most of the lumber produced at this mill was used for building homes for the arriving settlers. Other mills were also built along the Columbia River and in the Willamette River Valley. At first the main export market was the Sandwich Islands, but as coastal shipping lines grew California became another market.

The discovery of gold in California and the arrival of the miners created a demand for lumber in large quantities. Timber and forest products became and remain the largest single source of income in Oregon and Washington. In Washington it was the basis for the economy of Seattle and other Puget Sound communities. All the sawmills before 1850 were either powered by hand or by water. The first steam powered

sawmill was built in Portland in 1850, and within five years all the large sawmills were steam operated.

THE HOMESTEAD ACT

The Homestead Act of 1862 recognized the value of forest areas and labeled them Timberlands. A later federal act in 1878 encouraged better use of the forests, and attempted to stop wasteful cutting. Until overland railroad routes were established nearly all the lumber exported went to Hawaii or California. The railroads opened up the markets of the east and just at a time when the end of the forests in the Great Lakes region was in sight.

LAND SPECULATION

The federal government encouraged settlement and use of the land; the land grants were cheap. Enforcement of the land laws was often lax. Transcontinental railway lines and disappearing timber in the Great Lakes region made the northwestern timberlands valuable and the object of financial speculation. Land holdings were concentrated in a few hands, and the dishonest indulged in fraudulent activities. Dummy corporations or individuals claimed lands under the laws and immediately transferred their holdings to large timberholders. Open bidding began for small private land holdings. This bidding became so competitive that it was not unusual for some land tracts to increase ten times in value in a short time.

TIMBER BUYERS

The large producers of lumber in the Middle West and California, looking to the future, bought up thousands of acres. In 1900, the Weyerhaeusers announced the purchase of 900,000 acres from the Northern Pacific Railroad. By the beginning of World War I Weyerhaeuser, in association with railroad interests, was reported to own one-half of the private timber holdings in the region. Other private companies also had large land holdings.

TIMBER TECHNOLOGY

The size of the timber operation made increased efficiency in production a necessity. To get a return on the money invested in timberlands required rapid cutting. And heavy investments in improved cutting tools and in transportation made it very difficult for small operators to compete with the big companies.

To move the logs from the forests to the sawmills skidroads were built and the logs were drawn to the sawmills by ox teams. The oxen

were replaced finally by horses and mules. They in turn by donkey engines that were steam powered and used cables to pull the logs to the saw mills. Logs were also skidded into streams and made into rafts. The rafts were then floated to the sawmills. Logging railroads were constructed and small locomotives used to move the logs by the trainload to the sawmills. By World War I spar poles with high cable riggings were in use to move the logs to the mills. From 1890 through 1910 the timber industry spread to all parts of the Pacific Northwest and became truly a big business operation.

THE LUMBERJACKS

The lumber industry required large numbers of workers. Each worker was a specialist of some kind: a topper, a faller, a buckler, or an engineer. The job titles suggest the nature of the work each man did.



Early Logging Camp

The lumberjacks were a migratory group because logging operations always moved on to new cuttings, and the work was seasonal. Many also worked at other jobs or operated nearby farms. Life in the logging camps was dangerous, hard, the hours long, and living conditions were bad. Many of the lumberjacks were migrants from the Great Lakes region. Many of these workers were French Canadian or Scandinavian and they went where there was work, although the pay was poor and wage scales variable.

LABOR ORGANIZATIONS

Before World War I the American Federation of Labor tried unsuccessfully to organize the workers. Migratory labor was hard to organize, and recurring depressions often wiped out gains made by those who were organized. The lumber companies used strike breakers against the unions as well as lockouts. Some labor organization was managed but completely successful organization of the workers in the lumber industry was still in the future.

A small socialistic group, The Industrial Workers of the World, commonly known as the Wobblies, had limited success. They attempted to organize the entire work force as a unit and used militant tactics. Because of their aggressiveness and willingness to resort to violence they did not have widespread support. By preaching revolution the I.W.W. probably attracted more attention than their numbers warranted.

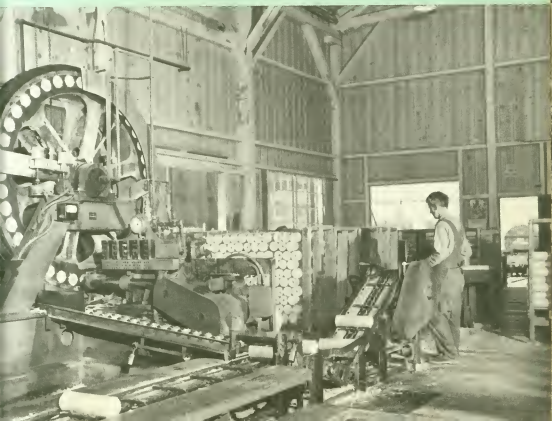
FOREST CONSERVATION

By 1900 it was finally realized that the nation's forest resources were not limitless, and that at some future time the trees would all be gone. The Conservation Movement under the leadership of President Theodore Roosevelt and Gifford Pinchot secured the passage of federal legislation for the protection of the forests. This legislation regulated the rate of timber harvest on federal lands, it encouraged scientific forest management, and provided for improvement and protection of the timberlands. From this legislation the National Forest Service was formed and the National Forest Reserves established.

Logging was the first step towards marketing of timber, and sawmills to turn it into boards the second. These early sawmills were crude by today's standards. Mill equipment was primitive. Lumber was not standardized in size or quality. Each mill did its own thing. Nevertheless, by 1870 Oregon alone, was producing over 75 million board feet of lumber each year.



Modern Logging and New Uses for Wood



LUMBERING SKILLS

The advancement from oxen to horses and mules to steam power speeded up lumbering, but it was electric power that really turned lumbering into an industrial giant. Big business brought in big money to build large and highly mechanized sawmills. The demand for Pacific Northwest lumber increased steadily. The technical skills developed in the Mid-West were brought to the region and improved upon. Highly mechanized, the plants now had saws, planers, trimmers, and driers for both general and specialized cutting. The numerous machines required special planning for their layout in the new sawmills. Industrial production in Oregon sawmills rose to over two billion board feet by 1910. With the formation of the West Coast Lumberman's Association in 1911, uniform cutting standards were introduced into the industry.

Technicians developed other ways to use wood economically, and one was the production of plywood. Plywood is a veneer that is cross-bonded and glued together to give it strength. Veneers go back to ancient times elsewhere, but they were first exhibited in this country at the Lewis and Clark Exposition in 1905. Before World War I plywood was restricted to inside wood construction only. The glues available could not withstand the rigors of outside weather.

PAPER MAKING

Pulp for making paper is another forest related industry. The first paper mill was constructed at the Willamette Falls in Oregon City in 1866. The mill produced a brown straw wrap and manila paper, and it soon went bankrupt. Another mill was built on the Clackamas River by Henry L. Pittock of the Oregonian newspaper along with other associates. The second mill produced newsprint, manila wrapping and carpet paper. In 1883, a paper mill was completed in Camas, Washington. This became the center of Pittock operations. By 1900 several other mills were built and paper making became an established industry in the region. The first pulp mill to use wood was built near Astoria in 1884. From these beginnings has grown the paper making industry now headed by the Crown-Zellerbach Corporation.

THE ECONOMICS OF FISHING

Salmon, like timber, early became a commercial export of the region. It, too, had a record of slow and steady growth in importance. The introduction of more capital for investment in the region near the end of the Nineteenth Century made fishing a major industry.

The first salmon exported from the region was in 1829. The fish

were packed in rum hogsheads and salted. They were then transported from the Columbia River to Boston by ships and sold for ten cents a pound. The preserving and shipment of salted salmon in barrels continued to all parts of the world. Cod and halibut were also exported from Washington.

By 1860 the most valuable fishing export from the region was oysters. The oyster business was started in 1854 by a group at Willapa Bay on the Washington coast. Soon a regular schooner run to the San Francisco market was developed. And for the next few years exported oysters exceeded the salmon industry in importance.

THE CANNERIES

William Hume built the first salmon cannery at Eagle Cliff on the Washington side of the Columbia River in 1866. As was the case with



Cannery Scene—Astoria, Oregon

oysters and much of the salted salmon, San Francisco and other California points were the principal markets for the canned salmon. Canneries soon spread along both sides of the Columbia River. By 1875 there were thirteen canneries in the area doing over \$2,000,000 worth of business. Salmon fishing spread to the coastal streams and on many of them there was a cannery located somewhere along its banks.

As the value of the fish industry increased, more fishermen arrived, the regular fish runs were not enough so that better fishing methods and sources were needed. Fishermen extended their operations to ocean waters. Fish wheels were set in the streams. Gasoline engines were used to power boats by 1900. Alaskan waters were fished by 1880. With the coming of the transcontinental railroads, the market for canned fish expanded in the East Coast cities. As fisheries developed Washington became a leader in the industry. By World War I fishing and canning were adding \$20,000,000 annually to the Washington economy.

Mechanization of canning and production required large capital investments, and large scale marketing methods. Individual operators either failed or consolidated into larger firms. Cooperative marketing agencies like the Columbia River Packers Association were formed. The cooperatives and private companies made fish a big industry.

Halibut, unlike salmon, is caught by fishing on the ocean bottom, and it may be caught at any season of the year. It has developed into a substantial Northwest industry, not canned, but sold fresh in the markets.

Harvesting shellfish is another million dollar industry in the region. From the tidal lands of Puget Sound and the coastal waters of Washington oysters, clams and crabs are harvested.

FOOD PRESERVATION

From salmon canning to the canning of agricultural products was a natural step. The first vegetable and fruit cannery was started in early 1870's near Oregon City by Asa Lovejoy. Fruits, vegetables, and berries were canned, and as the industry grew beef and mutton were also canned. Cold packing was introduced about 1910, but freezing to preserve foods was not developed until after World War I. Food canning by 1920 was a major industry in Oregon and Washington.

FLOUR MILLING

Flour milling, too, has grown into a great Pacific Northwest industry. The first grist mill was built at Fort Vancouver in 1828. The mill was powered by teams of horses. As the settlers spread their claims

along the Columbia and Willamette Rivers the grist mills followed to change wheat and corn into flour or meal. Usually powered by water, they were located near streams. The first export market was to California. This market expanded rapidly when gold discoveries brought in thousands of people. It is interesting to note that the Pacific Northwest flour was at that time in competition with flour from Chile for the California market. The flour market was extended to Japan in 1856 and it continued to expand. Flour manufacturing eventually extended east to Spokane to be nearer the wheat fields. However, the Eastern flour market did not expand greatly because of the long overland haul, and the competition of Mid-West wheat growing and flour milling.

WOOL

Sheep raising started early in the Pacific Northwest. The demand for woolen cloth and blankets and a plentiful supply of water power was responsible for the construction of the first woolen mill at Salem in 1857. The machinery was imported from the east. Soon other mills were built in the Willamette Valley and in Washington. The early cloth and blankets were more noted for sturdy quality than for fine finish. The woolen mills were plagued by fires, but after destruction they were again rebuilt and often equipped with better machinery. The San Francisco market received much of the export, but as the wool quality improved a worldwide market developed.



Grazing Sheep in Idaho

FASTER TRANSPORTATION

Manufacturing in the Pacific Northwest in its developmental years was influenced by its dependence upon local resources, the abundance of water power, the long distance from Eastern markets, and limited capital. But with the arrival of transcontinental railroads, markets were more easily reached and investment capital became interested. It was in this way that the era of big business started in the Northwest.

THE MONEY MARKET

Investment capital is one of the needs of a growing economy. Improvements and growth must be financed either by cash or credit. Arrangements must be provided for the safekeeping and exchange of funds. Local merchants at first, and later express companies like Wells Fargo Company, provided these services. But credit and investment funds still had to be found either in California or in eastern banking institutions.

The first corporate bank to be founded in the region was the Ladd and Tilton Bank. It was organized in Portland in 1859 and capitalized at \$50,000. It was a commercial bank. Interest rates on loans ranged from 1½ to 5% a month. Gold from the newly discovered mines in Idaho made its financial future certain. By 1875 savings banks were organized, and in 1889 a clearing house was established in Portland.

By 1920 nearly 800 banks had been started in the three states. Most of them had state charters, but all the larger cities had one or more national banks. Following World War I, the number of banks began to decline, either because of financial failure or through consolidation.

POLITICAL REFORM

Washington was admitted to the Union in 1889 and Idaho in 1890, just when the Populist movement was sweeping the country. Transportation costs were high for shipping products to market. Farm prices were low. Many farms were mortgaged with some farmers paying as high as twenty percent annual interest. Discontent was everywhere. Railroads and large corporations were severely criticized by the discontented.

Organizations were started to reform the economic and political situation. Among these reform movements were the Grange, the Farmers Alliance, and the Populist Party. Politically these organizations were able to elect many local and state officers. From this protest came many lasting reforms. The Australian ballot in voting was introduced. Voter registration procedures were passed to prevent corruption. Legislatures were reformed by passing initiative, referendum, and recall measures.



Women Meet to Fight for the Right to Vote

The name of William U'Ren of Oregon is associated with the direct legislation reforms.

Popular election of United States Senators was introduced. Women's suffrage amendments were added to the constitution. Laws were passed to regulate public utilities, banks, railroads, and corporations. In the field of labor legislation child labor laws, minimum wage and hour laws for women and children, workmen's compensation laws were passed. Conservation, prohibition, and free silver policies were supported. The period from 1890 to World War I was one of political innovation and experimentation in the Pacific Northwest.



William U'Ren

AGRI-BUSINESS

The influence of agriculture runs as a common thread through the social, economic and political fabric of this entire region. Even today there are no tremendously large industrial operations, excepting perhaps the Boeing plants, some wood processing factories, and scattered mining companies. Since the turn of the century there has been a steady trend toward agri-business in Oregon, Washington, and Idaho. The story of agriculture in the Pacific Northwest is particularly fascinating, perhaps because it is a story of people.

Farming as we know it did not begin until well after the first arrival of the white man in the Pacific Northwest. Neither the Coastal nor Plateau Indians had developed crop cultivation. They were basically hunters and gatherers. Similarly, the early fur traders and explorers were rarely in one place long enough to be bothered with planting and harvesting. It was not until after the merger of the Hudson's Bay and Northwest Companies that agriculture really was undertaken seriously. The early diaries of Dr. John McLoughlin remind us that Fort Vancouver was chosen instead of Astoria because of its greater agricultural potential. Early at Fort Vancouver agriculture replaced fur trading. Stories were spread of its rich fields and lush orchards, likening apples to "onions fastened in rows on a string."

FARMING DIFFICULTIES

But some early agricultural efforts were disappointing, like the Nisqually and Cowlitz Valley Farms. Hindered by hard dry soil, hot summers, and lack of labor, progress was slow.

The Willamette and Tualatin Valleys were also under cultivation. Difficulties were found there, too, largely because of poor farm practices. Little information was available on how to make the most of the land's resources. Farming wasn't considered a way to wealth and this was proved by the drastic slump in land values between 1871 and 1875. In 1875, land just beyond the West Hills of Portland was selling for eleven dollars an acre, whereas a few years before it brought twenty-five. At the same time, farming's future as "big-business" was shown by 1875, in the holdings of S. G. Reed and W. S. Ladd, who together operated 17 farms in the Willamette Valley.

THE DONATION LAND ACT

The Donation Land Act of 1850 was designed to bring settlers to the Pacific Northwest. Land grants had few restrictions or follow-up requirements, except to develop the land. Whether it was a two or five

years residency requirement, settlers were expected to till the soil and make the land rich.

Some of the land grant plans had unexpected effects on the region's growth. The Donation Land Act, for example, granted 320 acres to settlers. This gift by the government proved so large, however, that farm units were isolated and solitary. There was little chance for communication between settlers and the growth of towns was slow where these land grants had been made.

HOMESTEAD ACT AFFECTS FARMING

The Homestead Act of 1862 should have been another major factor in the settlement of the Pacific Northwest. Unfortunately, by the time most of the settlers got to the West the best lands were long since claimed by others. In addition, lands which still remained were frequently tied up in fraud and scandal. The Carey Act of 1894 was still another attempt by the Federal government to distribute land. Arid and swampy lands were turned over to state governments providing the state agencies would agree to reclaim them and make the lands fit for agriculture.

Idaho was the only state which really benefitted from the Carey Act. By 1917, nearly 868,000 acres of Idaho lands were under Carey projects and nearly half of those acres were being used agriculturally. Many other reclamation efforts followed, including the Umatilla, Klamath, Okanogan, and Yakima projects.

LAND FRAUDS

It was a time of great speculation, and jockeying for key landsites. Land fraud cases probably were the courts' first concern during the Northwest's early years. One of the most curious stories of land acquisition was revealed in the scheme of French Pete, an early-day sheepherder. It is said that French Pete tried to acquire lands under an early Swamp-Lands act that gave right of ownership by simply crossing an area by boat. French Pete did cross hundreds of acres by boat and claimed the land. When making his legal claim, however, he neglected to mention that the boat was in a wagon pulled by a team of horses.

WASTING OUR RESOURCES

This was also a period of American history when natural resources were being worked on a grand scale. Already there were conflicts between personal gain and public good. The ecology movement of today is interesting when compared with the "sorting out" process of the late



Loading Threshed Wheat in Eastern Oregon

1800's. Today it is a question of "who gets the park?" Then it was a question of "who gets the forest?"

The period of unscrupulous land speculation ended around 1900, and by then agriculture was well into an up-swing. Despite the serious economic problems which farmers had recently experienced, conditions were now improving. Farm values increased, sometimes as much as three hundred per cent. As the 1900's faded away, a new kind of agriculture was appearing, and improvements in transportation were putting farmers in touch with distant eastern states. Marketing farm products became more complex. Machines replaced the harvester crews of human workers. Discontent grew as labor forces were displaced by machines, and movements like the Wobblies, as the Industrial Workers of the World were called by their opponents, developed.

THE COOPERATIVE MOVEMENT

Marketing agricultural products was becoming more complex. Large private companies like Carnation established at Kent, Washington in 1899 had found nearby urban areas eager for fresh farm products. The cooperatives also improved the marketing of farm products. The Tillamook Dairy Association was organized in 1899. Soon the advantages of group effort were evident and by 1916 nearly all the cheese factories in the Oregon coastal area had joined the Association. Cooperatives expanded rapidly and soon were concerned with maintaining over-all standards of sanitation and product quality, as well as their concern for efficient marketing.

EXPERIMENTING IN AGRICULTURE

Specialization and experimentation increased. George Gibbs found that flower bulbs grown in Europe and especially Holland, grew very well in parts of Washington. Bellingham, Lynden, Woodland, and Puyallup soon became important growing areas for hyacinth, tulip, daffodil, and narcissus bulbs. Success was so great that Holland is today one of the Northwest's best customers for bulbs. Wheat, too, was improved and adapted to the soils and climate of the Pacific Northwest. S. J. Spillman developed hybrid wheats that were especially suited to the long growing season of the region. In spite of improved crop yields and higher quality products, the northwestern farmers still had transportation problems. Railway costs to the east were always higher for them and for the most part they had to rely on Portland as their major distribution point.

RECLAMATION

Reclamation projects continued to be important in the development of agriculture. Many of the projects were extremely large and of great importance economically. The Arrowrock Dam in southern Idaho, for example, was 354 feet high, 1,150 feet long, and held 286,600 acre-feet of water. Completed in 1915, the Dam became a major factor in turning the lands of southern Idaho into fertile, paying, farm country.

Well before the beginning of World War I, farming was becoming highly specialized. Fruit, livestock, wheat, and dairy production were very important to the economy of the Pacific Northwest. In nearly all instances these enterprises were extremely sensitive to national developments and markets beyond the Northwest. A look at each industry should be helpful in gaining a clearer over-all picture of the region's expanding economy.



Hood River Valley Pear and Apple Orchards

ORCHARD COUNTRY

Apples, cherries, berries, pears, and prunes were some of the many fruit crops that grew well in the Pacific Northwest. Apples are one of the great Northwest crops. There is a story that Narcissa Whitman saved apple seeds from fruit which she had eaten while at Fort Vancouver. In turn she carefully planted the seeds along the banks of the river at Waiilatup. Whether this story is fact or fable it is true that by 1850 orchards were flourishing in the Hood and Rogue River districts of Oregon. During the California Gold Rush apples were nearly as valuable as gold nuggets. It was not uncommon for a single apple to sell for more than a dollar. Between 1890 and 1917 apple production increased more than ten times.

CATTLE RANCHING

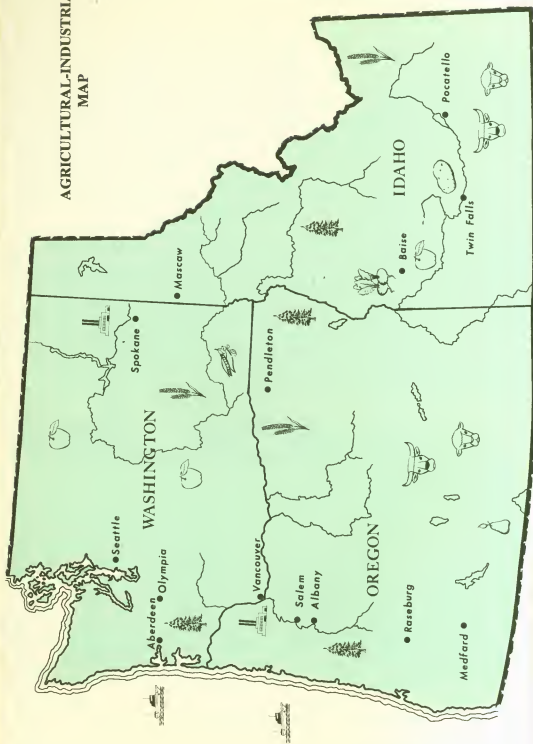
Livestock raising started early in the region; in 1814 the Northwest Company brought in cattle. Governor George Simpson decided to make the Fort Vancouver self-supporting, and he ordered that no cattle be killed until the herd became large. By 1836, when the Whitman and Spaulding parties arrived, there were 1,000 cattle, 500 horses, 700 hogs, 200 sheep, and 160 oxen. However, large herds were still not common because arriving settlers were unable to bring more than two or three animals along the overland trail. Frequently animals wore out and died before reaching the Northwest.

From 1860 into the 1890's was the time of the great cattle ranches and unfenced land. These huge ranches gradually disappeared as more



Wheat Harvesting in Idaho

AGRICULTURAL-INDUSTRIAL MAP



and more land was fenced. Under the federal land acts settlers moved onto the open range fencing out the cattle herds. The land for grazing decreased and soon cattlemen and sheep ranchers were competing for the open land that was left. Competition led to violence and thousands of sheep were killed in the "Sheepshooters' War" that went on from 1895 to 1904. The war of the cattlemen and the sheep ranchers finally died out when the Forest Reserve Act set aside lands for grazing both sheep and cattle.

THE DISAPPEARING HORSE

Horses were the most valuable livestock to the early settlers. They furnished badly needed transportation and did the heavy work on farms and in the forests. Some animals, of course, crossed the plains with the settlers. But the wild horses that roamed the Pacific Northwest had been caught and tamed by the Nez Percés. The Indians practiced selective breeding of their animals and developed the appaloosa famous for their strength and speed. However, horses had now become insignificant on farms because of advances in machine technology.

WHEAT

The earliest wheat growing effort in the Northwest began at the time that the Hudson's Bay Company was at Fort Vancouver. Joseph Gervais, who had been a Company fur trapper, began to develop wheatland in the area known as French Prairie in the Willamette Valley. The climate and the soil were so well suited to wheat growing that before long this crop covered miles of land.

Just as with the apples, the demand for wheat in California was so great that its price rose from two dollars to six dollars a bushel in the San Francisco market. Some wheat farmers became wealthy, but others far away from easy transportation had to wait on the future.

MINING DISCOVERIES

As newspapers spread word of gold in the Yukon (1897), thousands of prospectors rushed towards Alaska. As with earlier California rushes, many men never made it to the gold fields, and most who did certainly found little to reward their efforts. However, success stories and governmental encouragement kept hopes high. Then reports of other important discoveries in Montana and Idaho were released. Copper, gold, silver, zinc, lead, coal, iron, just waited to be taken from the earth. Even Oregon and Washington, whose mineral stores were disappointingly less than neighboring states had small amounts of precious metals, and of copper.



Early Mining Community

All this mining activity brought huge amounts of capital into the Northwest. The United States Assay Office in Seattle estimated that by the end of 1900, it had received more than 18 million dollars in gold alone. Foreign investors were also excited at the prospect of instant wealth and sent in their money too. The British who were already in western Canada were especially eager to share in the region's wealth. There was so much activity from the mines that a United States mint was placed near The Dalles in Oregon to handle the gold from the mines. The mint, however, lasted only a short time.

COMPANY MERGERS AND THE WORKERS

The mining discoveries brought thousands of people into the Northwest and the increased population created social and economic changes. Some of the changes were bad. Companies began to merge with one another. Sometimes they joined forces in order to survive, and sometimes they merged because ambitious men wanted to increase their powers. In 1901, three Idaho mines—the Empire State, Standard and Morning Mines—merged to become the Federal Mining and Smelting Company. Mine working conditions had never been good and as companies grew larger the division between workers and owners became wider.

MINE SAFETY AND WAGES

Labor groups began to battle for safer mines, for better wages, and the right to organize. Eastern cities and eastern mining country had experienced violent labor troubles and now it had spread westward to mining towns like Coeur d'Alene in Idaho. There was, also, trouble in the Washington coal mines. In Roslyn, Washington there was near violence in the coal mines when black men were imported to work at lower wages. Troubles in the mines in the Pacific Northwest, strikes and violence in the mines all over the nation were just one part of the industrial revolution that had first affected Britain and Europe. The change from a thinly settled agricultural land to an urbanized industrial nation brought inevitable change, much of it good and some of it bad. As a part of the nation the Pacific Northwest has changed along with the rest of the country.



Ship Launching at Kaiser Yards

CHAPTER VII

Between Two Wars

As the United States entered World War I, the Pacific Northwest had reached a plateau in its growth. Migration to the region had dropped. The timber industry had leveled off to a steady and slow growth. Agricultural production had remained on an even keel. There had been no boom since the Klondike Gold Rush. Two years before, in 1915, the Panama Canal was opened cutting in half the distance to the Atlantic seaboard markets by ocean shipping, but it had little effect upon the region's economy.

ISOLATIONISM

Generally the people of the Northwest did not favor entry into World War I. Many of them were isolationists. But once the nation went to war, the people supported it with all their resources. Young men entered the service and the public supported the Liberty Loans to help the war effort. German-Americans were treated with hostility and in some cases violence. The war brought inflation, and demands upon the Northwest resources had lasting influences on the region's economy.

More and more food was needed. The farmers responded to the increased prices for agricultural goods and the need for food by increasing their production and acreage. The acreage planted in wheat and harvested in Idaho and Oregon nearly doubled in the period from 1915 to 1919. Washington wheat acreage also rose sharply. Canning and preserving of food products increased many times over. Salmon canning, for example, increased by fifty percent. The lumber industry also responded to the War by increasing production about twenty-five percent. And the market for lumber switched from the Orient to the Atlantic seaboard.

THE SHIPYARDS

Ship building on a small scale had long been an industry in the Pacific Northwest. Now there was an emergency need for ships and so

ship building became a major industry. The construction of five-masted wooden schooners for our own and allied fleets was carried on in the large cities and smaller ones. Over twenty-five shipyards were started. Nine new shipyards were in Seattle, Tacoma, Portland, and Vancouver for the construction of steel freighters. The demand for labor in these shipyards brought the first large influx of black people into the region.

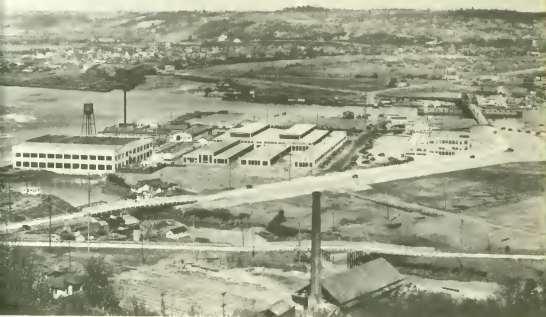
World War I was a time of inflation and also growth in the economy. It was the first big boom of this century. The end of the war brought about great changes in the economy. Wheat rose from under a dollar a bushel in 1915 to \$2.97 on the Chicago market in 1919. Wheat farmers borrowed money or invested their savings in land and equipment. With the close of the war the high prices ended. In one year the price of wheat dropped to \$1.40 a bushel. The war needs no longer existed in this country. Foreign nations either returned to the production of their own wheat or were too debt ridden to buy it. Many farmers lost their holdings, or faced many years of work to pay off their debts.

AFTER THE WAR

Economic growth slowed in agriculture, and other industries also had to face deflation after the war period. The shipyards and their activities were a war time effort. The drive to increase the tonnage of the American merchant marine stopped. Orders for ships were cancelled. Shipyard workers were discharged, and the shipyards closed. War needs ended and the resulting depression cut the need for lumber. Over twenty-thousand men lost their jobs in the timber and lumber related industries. Food processing industries—creameries, canneries, flour mills—all felt the same decline in production and payroll. The economy of the Pacific Northwest had to readjust to peace time conditions. However, by 1923 the tide had turned in most industries and production was again increasing.

BOEING

One of the great industries in the Pacific Northwest today had its start in World War I, its first great test in the depression period following the war, and then its recovery to become an industrial giant. It was the aircraft industry. This industry that grew through technological improvement and research, was not dependent upon any special resources. It was the outgrowth of the hobby of William E. Boeing, the son of a wealthy timberman. He believed he could build better airplanes than those he was flying. In 1916 he formed the company that was to become the Boeing Company. His first shop was on Lake Union, but it was soon



Boeing Aircraft Plant No. 1 in 1935

moved to its present site in Seattle. During World War I the company had contracts to build training planes. By the time the war ended it had contracts to build flying patrol boats. To improve its product, the company now turned to research and development. Soon it had more contracts to begin building military aircraft. By 1927 it was producing planes for all branches of the military service. In civilian aviation its interest was mainly in mail planes. By 1926 it was supplying planes to carry transcontinental airmail. The Boeing transport division later consolidated with other carriers to form United Air Lines in 1931, but because of federal legislation forbidding manufacturers to be carriers, the two were separated in 1934.

Boeing continued to innovate in aircraft manufacture in items like retractable landing gears, voice radio communication with ground, automatic pilots, de-icing equipment, and many others common to air-

craft today. By 1935 the company was beginning to design and produce the four engine planes known as Flying Fortresses, or B-17's, this bomber plane was later used in World War II. During the war years it produced nearly 7,000 B-17's. By 1942 Boeing was producing a much larger plane, and by the end of the war had produced nearly 3,000 of them. During the days of World War II it employed over 40,000 people in the Seattle area alone. Between wars the company established branch plants all around the nation.

UNEMPLOYMENT AND RECOVERY

The widespread unemployment in the Northwest lasted only a short time after World War I. During the 1920's productivity increased until 100,000 men were employed in the lumber industry alone. Forest related industries and agriculture became the principal sources of regional income.

Historically the lumber industry had moved steadily westward. The great timber stands of New York and Pennsylvania were cut over in the period from 1850 to 1870. Then the loggers moved into the Great Lakes Region and consumed those forests by the end of the Nineteenth Century. One group of lumbermen moved into the pine forests of the South. Another group came to the Pacific Northwest. Because it was closer to the major markets, the South was the center of the industry for the first quarter of the Twentieth Century. As the southern forests were cut over, Pacific Northwest lumbering took the leadership in the industry. The Oriental markets were reopened and expanded, and the opening of the Panama Canal brought the Atlantic markets closer.

FROM HANDWORK TO POWER MACHINERY

As in many other industries this was a period of technological advancement in lumbering. Precision sawing now made it possible to produce boards of uniform width and thickness. Chain saws speeded the cutting time for falling trees and reduced labor costs. It was estimated that one man using a chain saw could cut down a tree in less than a fourth of the time required by two men using hand saws and axes. Heavy power equipment, trucks, sky cables, and access roads made it possible to move logs more quickly from the forests to the saw mills than had been possible with donkey engines, oxen, and skidroads. In the saw-mills hydraulic pressure was used to debark the trees, and processes for the scientific drying of the lumber were introduced. Sawdust burning, for example, was largely stopped, and it became a useful by-product when pressed into logs. The industry was becoming conservation con-

scious, and the old idea of "cut and move on" was giving way to reforestation and improved fire fighting techniques.

AUTOMOBILES

Automobiles, like aircraft, were rich men's hobbies before World War I. Although automobile manufacturing never developed into a regional industry, motor cars had a tremendous effect on the economic and social life of the Pacific Northwest. By the close of World War I the automobile was no longer a hobby and ownership expanded among the population. In 1915 there was one automobile for every fifty-five persons in Idaho, and one for every thirty-one people in Oregon and Washington. By 1920 there was one motor car for every eighth person in Idaho, and one for every seven or eight in Washington and Oregon. Figures like this seem amusing now whenever one looks at a modern traffic jam.

Economically automobiles ended the era of railroad construction and expansion, and horse drawn vehicles almost disappeared. Automobiles created the need for an extensive highway system and for improved secondary roads, and a new service industry for their care and maintenance.

HIGHWAYS

The existing road system was not designed for automobile traffic. The first completed roads ran north and south through the Willamette Valley and the Puget Sound lowlands, and another along the Pacific Coast. One of the more scenic and best known of the east-west roads ran through the Columbia Gorge along the old Oregon Trail.

The first gasoline tax to pay for highways before World War II was in Oregon in 1936. There were then 4,739 miles in the Oregon highway system, with 872 miles paved, 877 miles with oiled surfaces, 168 miles unimproved, and all the rest graded or surfaced with gravel.

The automobile and improved roads changed the trade practices of the rural areas. Corner stores and small towns were passed by as the farm folk drove on to larger communities to do their shopping and marketing. New roads affected the churches, the schools, and recreation. Small country churches closed, schools were consolidated, and small town theatres closed. Recreation resorts were expanding, and planning for short time guests increased because those who once came by railroad had remained for a longer time. New roads made it all possible.



First Hard Surface Road in Washington Along the Duwamish River

FROM WATER TO ELECTRIC POWER

Water power in the region had been used to operate gristmills and sawmills for many years, but was largely restricted to areas where there were water falls. These early ways of using natural forces made a giant leap forward once men had learned to harness electricity to serve them. The first long-distance transmission of electricity was from Oregon City to Portland in 1889.

Tacoma was one of the pioneers in the public ownership of power plants, having acquired its system in 1893. Spokane had one of the greatest electrical capacities in the nation, and it was developed through private ownership. However, when the federal government completed the Bonneville Dam on the Columbia River in 1938, a new era in the transmission of electric power over long distances began. Electrical power was sold to both private utilities and industrial users at a very low cost.

The availability of plentiful and cheap power attracted electro-processing industries. One of the first of these was the aluminum industry, and in 1940 the first reduction plant was established near Vancouver, Washington.

THE GREAT DEPRESSION

The Pacific Northwest economy was severely affected by the Great Depression of the early 1930's. In the cities many were unemployed. Many farmers were unable to meet tax and interest payments on their farms and lost them. The same was true of homeowners. Individual incomes from 1929 to 1933 fell thirty-nine percent in Idaho, one third in Washington, and almost one third in Oregon. This was lower than a national drop of twenty-eight percent. In the lumber industry exports fell by fifty percent and rail shipments to other parts of the United States by one-third.

The New Deal measures to ease the depression and renew the economy were of lasting benefit to the region. The public construction efforts of the New Deal helped to stimulate the lumber industry. The Bonneville Dam and Grand Coulee Projects were started. The Civilian Conservation Corps (CCC) not only brought numerous young men to the region for the first time, but their labor helped to construct forest trails, reclamation and drainage projects, and to do soil conservation work. The Works Progress Administration under various names helped with the construction of post offices, schools, courthouses, and recreation lodges like Timberline Lodge on Mt. Hood. The WPA also helped with cultural projects in art, music, and education.

WORLD WAR II

As the nation prepared for entry into World War II industry was again stimulated. It has already been noted the role that Boeing aircraft played in the production of bomber aircraft for the war effort, and the employment created. The aluminum industry which had its beginnings in 1940 was producing nearly a third of the nation's aluminum by the end of the war. In addition, nearly two hundred industrial plants were started for the fabrication of the aluminum into finished products.

In World War II the Pacific Northwest was again called on to build the ships to carry war cargoes. During the war years shipbuilding was the chief industry of the region. Between them, Portland and Vancouver shared the largest shipyard on the Pacific coast. From May 1941, when the first keel was laid, this new Kaiser yard completed over twelve hundred ships and sent them off to sea to carry war cargoes. Most of them were either Liberty or Victory ships.



War Work in the Kaiser Shipyards

KAISER'S SHIPYARDS

This huge enterprise was a product of the drive and energy of Henry J. Kaiser. Thousands of people were needed to work in the yards and they were brought in from all parts of the country by the trainload. Men were paid the highest wages. Medical care and housing were provided. The Kaiser yard employed more women than any other shipyard. The city of Vanport was built on land between Portland and Vancouver, and by the close of World War II with its 42,000 inhabitants it was the second largest city in Oregon, only to be destroyed in 1948 by a flood when the Columbia River broke through the protecting dikes.

Other shipyards in the Puget Sound-Seattle area expanded to meet the demands of war. The great naval shipyard at Bremerton turned out ships of war and repaired many of those damaged at Pearl Harbor.

The booming shipyards had to get support materials from other industries, and these too expanded in the war years. To care for the needs of thousands of workers, service industries were started or expanded.

MORE FOOD IS NEEDED

Food needs increased, the products of mine and forest increased vastly to meet the demands of war. World War II contributed to the beginning of the Jack Simplot enterprises, now one of the largest industrial empires in the Pacific Northwest. Prior to the War he had been in the potato business in southern Idaho, and also operated an onion-drying plant in Caldwell. In search of means for feeding the armed forces in all parts of the world, the military supply services turned to dehydrated potatoes. With his onion drying and potato experience, Simplot was given war contracts. Between 1942 and 1945 his plants produced 33,000,000 pounds of dehydrated potatoes a year, or a third of the entire military consumption.

FARMS BECOME LARGER

Between the two World Wars technical advances that had started before World War I continued to further develop. Farms were becoming larger and the capital investments were greater. As the open country disappeared competition for the available land was increasing the cost per acre. Greater mechanization pushed the cost of equipping a farm to new heights. Grains, livestock and fruit were the major crops of the Northwest. Marketing was improved by the development of co-operatives. Scientific farming was progressing. Chemical analysis of soils and their improvement through fertilizers was advancing. Improved techniques for the control of plant diseases and pests were per-

fect. Experiments in plant breeding to produce better crops continued. Land reclamation advanced rapidly as more federally supported projects were completed.

While there were still many farmers who supported themselves and their families entirely by farming, there was an increasing number of part time farmers who earned most of their income elsewhere.

Farming was becoming a large scale operation. For example, dairy and pasture land now sold from \$150 to \$400 an acre in the Tillamook area, a wheat farm on the Columbia Plateau required an investment of \$50,000 for the land even in the period immediately after the Great Depression. Equipment to operate a wheat farm added another minimum \$10,000 to the farm investment. While the total acreage of wheat harvested remained steady, the number of farms decreased. In order to make efficient use of heavy farm equipment, larger farms became a necessity.

HORSES AND TRACTORS

Tractors were introduced just before World War I, and their use spread rapidly. Replacing horses and mules with tractor power reduced the man hours required to plant and harvest an acre of wheat from



Old Style Threshing Crew

fifteen to six by the middle 1930's. Within twenty years only one horse was used on a farm where fourteen had been used previously, and for every single tractor there were now ten in use.

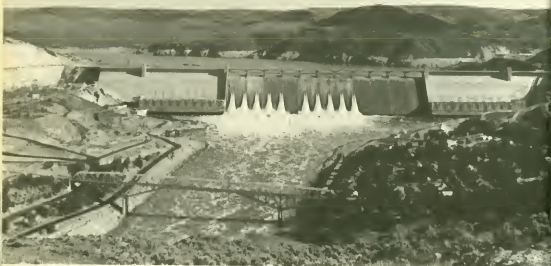
The market for oats declined rapidly when farms stopped using so many horses and mules. Oat production decreased, but new demands for food to fatten cattle and provide poultry feed kept the empty acres in use. Between the two world wars new crops were put into production. Field peas had been grown for a long time, but in limited quantities. The wartime demand for dried peas so increased that they became the second leading cereal crop. New varieties of fruit were developed. Freezing berries for the market followed World War II, and berries could now be kept fresh for long periods of time and marketed all over the nation. Strawberries were about two-thirds of the berry pack. Poultry raising and egg production became highly specialized.

RECLAMATION AND THE BIG DAMS

Most of the agricultural changes had been going on for some time, except for the new federal help in land reclamation. Irrigation and the reclamation of arid lands was not new. However, most of the projects were local ones, financed with limited funds, and with simple engineering. During the farm depression after World War I many of these projects failed. Water supplies were limited and sometimes failed altogether with resulting crop damage or loss. To extend irrigation now required reclamation work on whole river systems. Costly detailed planning and engineering was needed to combine irrigation power needs and flood control. Many miles of canals were required to deliver water from its source to the arid lands. Large scale land reclamation required financing beyond local and state capabilities and so the Bureau of Reclamation began to develop federal projects.

GRAND COULEE DAM

There are now federal reclamation projects in all three states. In Washington the Grand Coulee Project was the most extensive and expensive. Grand Coulee Dam, over 500 feet high and 4,000 feet long, was designed to provide irrigation water to over one million acres, produce hydroelectric power, control floods, and create new recreation areas. Its total cost has been estimated at over \$300,000,000. This cost is to be returned to the federal government through sale of water, power and other services.



Grand Coulee Dam

Other projects were constructed in the Yakima Valley. In Oregon there were the Klamath, Umatilla, Owyhee, Vale Projects, and others. The Owyhee and Vale projects were planned to water over 100,000 acres in Oregon and Idaho. In Idaho the Black Canyon, Anderson Ranch, and Cascade projects were constructed along the Snake River and its tributaries. While an overall average is hard to determine, it is estimated that the crop return from irrigated lands was increased from three to five times over.

TOURISTS EVERYWHERE

The years between the two world wars was a period of development and change in the tourist trade. The automobile and improved roads lengthened the time of visits to recreation centers, and made many new ones easily accessible.

The federal government helped promote tourism. The National

Park Service encouraged visitors by granting concessions in the parks for restaurants and lodging accommodations. Federal projects helped construct more recreational facilities on Mt. Hood and Mt. Rainier.

In planning reclamation projects, Roosevelt Lake behind the Grand Coulee Dam was designed for boating, fishing, and water sports. Easier access to mountain areas helped develop interest in mountain climbing and skiing. To encourage skiers and other sports enthusiasts to use its services, the Union Pacific Railroad opened Sun Valley in Idaho as a winter sports center in 1936. Later, Sun Valley was extended into a year round project. Puget Sound and the San Juan Islands became favorite areas for boating. Hunting and fishing subject to government regulation to conserve the wild life grew rapidly in the Northwest.

CONTROL OF FISHING

Good fishing attracted two groups, often with conflicting interests: the sports fishermen and the commercial fishermen. Just prior to World War I, it was discovered that the salmon and halibut supply was being depleted by over-fishing. Control of commercial fishing was difficult because much of it was in ocean waters. Since the ocean was international, all nations bordering the seas would have to act together.



Halibut Fishermen Setting Lines from a Dory

However, no action was taken by the concerned nations until the 1920's. Finally, in 1930, the International Fisheries Commission by treaty among the nations, especially the United States and Canada, agreed to regulations that would license commercial fishermen, limit the type of fishing gear and methods used, and the length of the fishing season.

Controlled commercial fishing increased in importance when in 1936 albacore tuna schools were discovered off the Oregon and Washington coasts. At first it was believed to be an accident of nature. But as the tuna have returned year after year the tuna catch has become an important part of the fishing industry.

Commercial fishermen also operated in the Columbia River and this required interstate action in order to establish controls. Therefore Oregon and Washington established the Joint Columbia River Fisheries Commission to regulate fishing.

LABOR WARS

The struggle of the labor unions to gain economic power and legal recognition had gone on for many years in the industrial sections of the nation. The chief union weapon was the strike, often violent and sometimes bloody. Along with the rest of the nation, the Pacific Northwest had its share of labor troubles.

Unorganized and usually migratory, workers in the timber industry tried to form unions. One unionizing effort was led by the American Federation of Labor. The other one was led by the Industrial Workers of the World, commonly known as the I.W.W. or Wobblies. The I.W.W. was an avowed socialist group that refused to contract with employers. They all announced that their goal was the overthrow of the government. During World War I their efforts to organize the timber workers in the spruce forests resulted in stopping production of lumber needed in the manufacture of airplanes. The army then furnished the labor and continued production. The feeling became so bitter that violence broke out between I.W.W. and War Veterans in 1919 at Centralia, Washington.

THE STRIKE IN SEATTLE

Seattle was also the scene of labor disturbances in 1919. In a dispute over the wages to be paid shipyard workers there was a general strike in the city. Work stopped but there was no general violence. The strikers gradually returned to work and the strike ended peacefully. In the organizational period of the 1930's Seattle was again the scene of labor

troubles and organizational efforts. The struggle of the International Longshoremen's Association for recognition by their picketing efforts, their demands for higher pay, and better working conditions kept the waterfront workers in controversy until the beginning of World War II. This union under the leadership of Harry Bridges has now become one of the strongest unions on the Coast.

Efforts once more were renewed to organize the timber workers. During this time the C.I.O. and A.F. of L. contended for control of the lumber workers. Working conditions and pay improved, and contracts were negotiated. Finally the A.F. of L. came to represent most of the sawmill workers, and the C.I.O. those in the forests.

The strongest of the unions was the Teamsters' Union, with its headquarters in Seattle and led by Dave Beck. This union which began with truck drivers extended its power and influence to many other groups that were in some way related to trucking such as warehousemen, brewery workers, milkmen, and similar groups.

The three Pacific Northwest states voted the same way in the presidential elections from 1920 through 1944. Each state cast its ballot in 1920 for Harding, in 1924 for Coolidge, in 1928 for Hoover, and for Franklin Roosevelt in 1932, 1936, 1940, and 1944. Curiously the congressional delegations and the governorships from 1932 through 1944 were almost solidly Republican despite the election of a Democratic president.

POLITICAL CONSERVATISM

In local politics changes were also taking place. Oregon, which had strongly favored the Progressive movement, and adopted the initiative, referendum, and recall had by the 1920's reversed itself. In 1922 it was a western stronghold of the Ku Klux Klan, which played a prominent part in Oregon politics until after the depression of the nineteen thirties. This secret organization that required its members to be native born, white, and Gentile wore a regalia of white robes with masks. One of its first major political efforts was to support the passage of a compulsory school attendance law, but really designed to destroy parochial and private schools in the state. The law, however, was later declared unconstitutional.

In other ways also it was not a period of social or economic reform. Legislation tended to be hostile to the labor movement. Police power was used to prevent strikes, and anti-picketing laws were passed. At first the region was strong in its support of the prohibition laws, but soon it became a very divided issue among the people. Generally the rural areas

supported prohibition and the cities opposed it. Anti-spending bills of any kind were almost certain to be supported during this period.



**Oregon Senator,
Charles L. McNary**



**Idaho Senator,
William E. Borah**

NATIONAL LEADERS

Charles L. McNary, a long time United States Senator from Oregon, was a national leader. He served as minority leader for the Republican party during the Roosevelt administration and was an unsuccessful candidate for Vice President of the United States in 1940 on the Republican ticket headed by Wendell Willkie. In the Senate he was best known for his support of public power and farm relief.

Another important figure on the national scene was William E. Borah, Republican United States Senator from Idaho for over thirty years. In spite of the fact that he came from a state far removed from the international scene, Borah was noted for his strong leadership of isolationism in the Senate. He was one of those strongly opposed to the League of Nations.

FARM ORGANIZATIONS

Rural discontent with the political system found expression in different farm organizations. One was the Grange. The Grange was social and educational in its aims as well as political. Grange membership tended to come from among the small farmers. The Grangers supported public ownership of power resources and income taxes rather than sales and heavy property taxes. Often the Grange joined forces with labor in political action. Another organization, the American Farm Bureau

Federation, failed to build the strong membership in the Pacific Northwest that it did in other parts of the nation. It appealed to farmers with large holdings and the industrial interests in cities. It was politically conservative and worked against many of the proposed reforms. The Non-partisan League, still another reform group, took a strong stand in support of farm interests and had substantial public support in the early Twenties. Several of its candidates were elected to federal and state offices. The strong independent vote for the Progressive candidate for president in 1924, Robert M. La Follette, came in large part from the Non-partisan League. The League was especially strong in Idaho and Washington.

THE COST OF GOVERNMENT

The increasing cost of state and local government added to the burden of property taxes. New sources of public finance were sought. The Oregon tax on gasoline for highway construction in 1936 was the first of its kind in the nation. Sales taxes and income taxes were proposed as other new sources of revenue. Public opposition to new taxes was strong and led to legislative maneuvering. For example, an amendment to the Oregon Constitution authorized an income tax in 1917. The Legislature finally passed an income tax law in 1923. The following year it was repealed by a direct vote of the people. In 1929 another income tax law was passed. Finally Oregon had its income tax, Washington the sales tax, and Idaho a combination of both.

OWNERSHIP OF POWER RESOURCES

Perhaps the greatest single political issue was that of public ownership of the electric power resources. The electric companies were powerful, both economically and politically. They enjoyed a monopoly of the power business in most places. However Tacoma had had municipal ownership of its electric system since 1893 and Seattle since 1905, and their power rates were much cheaper than elsewhere. As plans for future power resources were developed and as the municipal power plants reduced their rates the question of ownership became more of a burning issue. The power companies lowered their rates to maintain competition. Continual technical improvements permitted more economical production of the power. After a long political struggle the right to organize public utility districts for the public ownership of power resources was achieved. But even after having achieved the right to form these districts by using cheap wholesale power from the Bonneville Dam only about a dozen public power districts were organized.



Boeing Plant, Seattle, Washington

CHAPTER VIII

The Shock of the Future

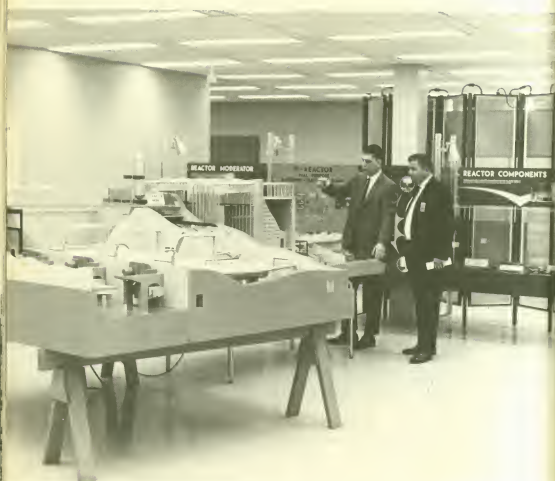
World War II came to a close late in 1945. Almost immediately the discharge of over ten million men and women from the Armed Forces began. War contracts in industries were cut back. In the Pacific Northwest this meant that military bases like McCord Field and Ft. Lewis near Tacoma, Geiger Field in Spokane, Camp White near Medford, and Mountain Home Air Base and Camp Farragut in Idaho would be closed or the personnel reduced. It meant that the larger contracts for Simplot potatoes, Kaiser ships, and Boeing airplanes would soon end. All this could mean economic disaster, for these closings could mean a slump in the economy, but in spite of this threat the Pacific Northwest continued its growth.

BOEING

Boeing, the leading employer in the Puget Sound area, not only maintained its leadership in airplane manufacturing, but also expanded into other related fields. The ups and downs of the economy, of course, affected Boeing. Loss of markets, technological changes, or changing political emphasis, and all or any one of these factors could affect the aircraft industry. In 1969 Boeing was forced to make heavy cutbacks in its labor forces. By using its extensive research and development programs, the company has each time been able to change its production and renew its growth to meet changing conditions. Among the accomplishments of the Boeing Company in the post war world was the development of B-52 bombers with eight jet motors for the Strategic Air Command. This bomber was used in Vietnam in 1965. Boeing also pioneered in the development of high-performance jet aircraft for commercial aviation.

FROM B 707 TO B 747

The first of many models of commercial jet aircraft, the B707, was placed in transatlantic service by Pan American World Airways in 1958.



Model of the Hanford, Washington Reactor

The B 707 was followed by the B 727 used by United and Eastern Air Lines in 1963. Deliveries of the B 737 began in 1969. And the largest civilian jetliner of all, the B 747 began regularly scheduled flights with Pan American in 1970 between London and New York City, and with TWA between New York and Los Angeles. For construction of the B 747 Boeing had to build a special plant at Everett, Washington. It covered 1,365,000 square feet.

Among its other activities, Boeing produced helicopters, hydrofoil boats, guided missiles, and spacecraft. Among the things it produced for the National Aeronautics and Space Administration were the lunar orbiter spacecraft, spacecraft burner systems, and Apollo and Saturn V moon rockets.

ATOMIC ENERGY

In 1945 the bombing of Hiroshima announced to the world that man had learned to make practical use of atomic energy, and that a new industry had had its beginnings in the Pacific Northwest. Research and development on the atomic bomb had been divided among several centers for security purposes. One of these centers was the Hanford Project in the Pasco-Richland area of central Washington. The atomic industry was under the Administration of the Atomic Energy Commission. It continued the production of atomic weapons and also began the application of atomic energy to peacetime uses. The Commission expanded the Hanford plant and started other plants in the Region. One of the larger plants, the National Reactor Testing Station, was in Arco, Idaho.

Atomic energy for peacetime purposes spread rapidly. The Portland General Electric Company is constructing a nuclear reactor power plant at Rainier that is scheduled to go into production in 1975. This will be the first privately owned nuclear reactor power plant in the Northwest.

THE ELECTRONICS INDUSTRY

World War II speeded up the development of complex electronic equipment and the further refinement of precision scientific instruments. A new industry had developed; Tektronix in Beaverton, Oregon is one of these. Its basic product is the oscilloscope, which is an electronic device for measuring a wide variety of electrical phenomena. Tektronix, founded in 1946, has grown to \$150,000,000 in sales annually, and its market is the world. This new industry has added many highly skilled employees to the Pacific Northwest labor force.

MAJOR BUSINESS CONCERNS

Government contracts and military spending since World War II have stimulated the economy of the Pacific Northwest. New jobs mean

more workers, which in turn mean more people and this means more housing. Construction increased as the economy improved. The Pacific Northwest is far from the major market places and financial centers, but in spite of this several major business concerns of the nation have made their headquarters in the Northwest.

POST-WAR POLITICS

In the years after World War II, both major parties had successes at the polls. The Republicans were generally more successful in Oregon and Idaho, and in Washington the Democrats. In all three states personal appeal more than party loyalties seemed to be the deciding factors in elections. Whether running as a Republican or Democrat Wayne Morse was Oregon's United States Senator from 1944 to 1968, then to be defeated by Robert Packwood. Morse was noted for his independent actions and disregard for party ties.

In Idaho Frank Church, a liberal Democrat, has been able to win as a United States Senator in a traditionally Republican state. Both Church and Morse became influential national leaders. The same is true of Warren Magnuson and Henry Jackson, Washington's two Democratic Senators.



**Congresswoman Julia Butler
Hansen of Washington**



**Congresswoman Edith Green
of Oregon**

WOMEN IN CONGRESS

It must also be noted that the Pacific Northwest is represented in the House of Representatives by two distinguished Congresswomen, Edith Green of Oregon and Julia Butler Hansen of Washington. Both have

served many terms and hold influential committee appointments. Oregon was also once represented in the United States Senate by Maurene Neuberger. Also Gracie Pfost represented Idaho in congress for several terms.

ELECTING A PRESIDENT 1948-1972

In the presidential elections from 1948 to 1972 Oregon has consistently voted for the Republican candidate, except for President Johnson in 1964. In Idaho the voters supported Presidents Truman and Johnson in 1948 and in 1964. Washington has supported the Democratic candidate three times in this period, Truman in 1948, Johnson in 1964, and Humphrey in 1968. Thus politics in the region shows much independence on the part of the voter at all levels—national, state, and local.

The post World War II era was one of great population growth in the Pacific Northwest. This population growth was stimulated in part by migration from other parts of the United States. This region, like other parts of the United States, had a rising birth rate in the Forties and Fifties. Along with the increasing population growth there was a steady movement of people from the country to the metropolitan areas. In spite of the population boom after World War II it was only in the 1940's that the Northwest increase was greater than the national average.

During this time of shifting, growing population the suburbs around the cities grew even faster. Rapid transportation, improved roads, and speedy communication let people work in the cities and still enjoy the advantages of country living. Socially and politically the suburbanite had divided loyalties. One set of loyalties was to the job, another to the home environment. In the beginning these suburban areas developed haphazardly just beyond the city limits. As they continued to expand either the city limits were expanded to provide city utilities and services, or the county extended zoning regulations. Private investors were developing tracts so large that careful planning and regulation became necessary for the general good.

BEAVERTON

The Beaverton area in Oregon is a good example of suburban development. In 1945 it was a community of two thousand people about ten miles west of Portland. Today the city limits of Portland have been extended westward, homes line the roads between Portland and Beaverton until only an occasional acre of unoccupied land remains. Thou-



Tektronix Plant, Beaverton, Oregon



Present Day Portland, Oregon

sands of new homes are subject to only county services and regulations, and the developed area now extends far westward from Beaverton.

The Beaverton city population was more than 18,000 in 1970, and the entire suburban community is estimated at over one hundred thousand people. The schools of Beaverton have grown from an elementary school, a high school plus a few small schools in the country to one of a thousand teachers and over twenty thousand students. Other public services and private businesses have expanded proportionately.

PUBLIC EDUCATION

Public education throughout the entire Pacific Northwest has expanded at a rate similar to that of Beaverton. The actual number of school buildings decreased because of consolidations in the rural areas. But the size of school plants, the numbers of teachers and students, and variety of programs have increased many times over.

Higher education responded in the same manner. The demand for higher educational standards from industry and public support of education encouraged the expansion of colleges and universities. The University of Oregon in 1938 had 230 teachers and 3,420 students and by 1970 had grown to over 13,000 students with a faculty of over 1,000. Other private and public colleges and universities continued to grow also.

ETHNIC CHANGES

Through all this time of population expansion there was a slow and steady growth of the number of non-Caucasians in the population. They increased as a percent of population as well as in numbers. The largest ethnic group in the Pacific Northwest is one of Spanish heritage who number almost one hundred twenty-five thousand, or approximately two percent of population in the 1970 census. The black population was a hundred thousand, the Orientals 57,047, and Indians 53,583. All groups, except the Orientals, have increased in numbers in the decade of the 1960's.

URBAN SPRAWL

In the future there are many unresolved problems facing the Pacific Northwest. One problem is the continuing growth of population and the urban sprawl that accompanies it. It has been predicted that the entire Puget Sound Lowlands-Willamette Valley from Vancouver in British Columbia to Eugene in Oregon may one day become a continuous city.

Certainly the major cities along this route are already expanding

beyond their present limits. As this continues the whole area must make decisions as to the planning and zoning necessary to serve the increased population, and to plan for governing an area that may overlap two states and two nations.

The people must plan to manage the economy so that there is a livelihood for everyone, and proper housing and food. No matter how the cities expand each is already faced with land use problems, waste disposal problems, inner city deterioration, mass transit inadequacies, failing public finances, and poor maintenance of law and order. Every day the newspapers and other news media bring to our attention the pressing need for solutions to these political and social problems which must be solved if organized society is to survive.

POLLUTION

Some progress has been made in air pollution control and in waste disposal, but the problems still wait for a long range solution. Each summer the air inversions in the Willamette Valley and Puget Sound area raise the smog levels to near danger levels. Such steps as the limitation of motor vehicle operation, licensing of industrial plants, control of field burning in farm areas, and other measures for environmental control are in operation by the state governments. Industry has made large investments in air pollution control equipment. Solid waste disposal areas near large communities are now subject to rigorous control, and new ones are very difficult to locate.

The Columbia River and many of its tributaries are so polluted in places that various forms of fish and other marine life are threatened, and the water is unfit for human use. Sewage disposal in these waters is now being regulated. Raw sewage is treated in disposal plants and purified before dumping it in the streams. Industrial plants are resorting to similar measures. There is improvement in the quality of the water in these streams, but there is still far to go.

TIMBER & CONSERVATION

The industries of the Pacific Northwest as has been noted are there because of the region's resources. If the economy is to continue at its present level, some way must be found to make wise use of these resources, or else develop other ways to support the region.

Timber resources have long been a large part of the region's wealth, and the timber industry is much concerned for its own future. To insure a continuous timber crop, reforestation, and scientific management have become a part of the industry. As Weyerhaeuser and other lumber com-

panies entered the Pacific Northwest at the beginning of the 20th Century it was a sign that the American timber interests had chopped their way across America. Never again could the forests be cut bare and the timber men move on into new forest lands.

Disappearing forest lands made conservation a necessity. Under the leadership of President Theodore Roosevelt and Gifford Pinchot the United States Forest Service was organized. Millions of acres of national forests were placed under its management, to be harvested only as needed, to be protected from fire and pests, and to be scientifically managed. Today in the Pacific Northwest the national forest lands represent about one-third as large an area as the privately owned commercial forest lands. Private timber companies are now concerned with the same problems as the Forest Service.

SAVING THE TREES

There is debate about the best methods of preserving the forests. One group maintains that clear cutting and harvesting of all the trees on a block of land at one time is best. This permits reseeding by nature and allows for sunlight to reach the growing trees. Aerial seeding from airplanes is also used. This method, it is said, encourages erosion of the land and destroys its natural beauty. Another school of thought advocates selective cutting, harvesting only the mature and overage trees. This promotes natural seeding and growth. Still another method is called tree farming, treating timber as a crop. Trees are harvested as they mature and reach proper size, and are replaced with seedlings. The tree farmers harvest only natural growth each year and the timber stand is permanently maintained at its natural level. The large private timber companies are strong believers in the tree farm idea.

POWER FOR INDUSTRY

Hydroelectric power attracted industry to the region from the time of the first settlement. Here also the limit is in sight and other power sources must be found. In the post World War II years the waters of the Pacific Northwest were used to establish many new plants.

Great dams were built along the Columbia River in places like The Dalles and John Day, Chief Joseph and at Grand Coulee; the Brownlee and Hells Canyon Dams on the Snake River, and at Anderson Ranch on the Boise. In order to make full use of these resources, they were planned for recreation, for flood control, and for irrigation. However, almost the last of the possible national dam sites has been reached with the Dworshak Dam now completed in Idaho. To use the dam-supplied



Dworshak Dam

electricity efficiently, public and private power transmission lines have been constructed so that they are tied together. This system known as the Northwest Power Pool distributes the electricity to meet the maximum needs of varying hours.

OCEANOGRAPHY

Oceanography is a new area of exploration and investment in Oregon and Washington. Both the University of Washington and Oregon State University are doing extensive research in oceanography. A few community colleges are training technicians in diving and related fields. By extending the study of marine life it is hoped that new economic resources may be developed.



Oregon State University Oceanography Vessel

FEDERAL FINANCIAL HELP

All three states have similar governmental structures. Each has a governor as chief of state, a bicameral legislature, and comparable court systems. Because of their many common interests the state governments and the Canadian provinces are often cooperative in their studies and activities. The federal government also plays an important role in the region. Many activities receive direct grants in aid such as for highways, education, urban renewal projects, airport construction, and many others. Both state governments and local governments are benefiting from federal revenue sharing. The national forest and parks, the military and Indian reservations, and reclamation projects are controlled and managed by the national government.

CAREERS AHEAD

The education a person receives and the economy in which he lives makes everyone a concerned citizen. One of the valuable services of the federal government is the census taken every ten years. The people are counted and classified in many ways, and this information is available to everyone. The tables following are taken from the 1970 U.S. Census reports and by studying the tables many interesting things can be learned. For example, in Tables A and B it is possible to learn many things about the Northwest and its people.

For those in search of a career Tables C and D give valuable information on more than forty different occupational groups for the entire country and for each state in the Pacific Northwest.

Prospects for continued growth and expansion in the Northwest are bright. However, just as in the past, the road to the future will have its rocky places. The region will continue to grow only through the effort and cooperation of all the people. The story of the Pacific Northwest is a unique one, and is at the same time closely related to the story of the entire United States.

TABLE A

<i>Item</i>		<i>United States</i>	<i>Idaho</i>	<i>Oregon</i>	<i>Washington</i>
Median age of population in years	Total	28.1	26.4	29.0	27.6
	Male	26.8	25.8	28.3	26.7
	Female	29.3	27.0	29.7	28.5
Median income by family		\$9,590	\$8,381	\$9,489	\$10,407
Percent of families below poverty level		10.7	10.9	8.6	7.6
Percent of families with income \$15,000 or more		20.6	13.1	18.0	22.8
Percent of unemployed		4.4	5.2	7.0	7.9
Median years school completed by population 25 and over		12.1	12.3	12.3	12.4
Percent of college graduates		10.7	10.0	11.8	12.7
Percent of married women, with husbands employed		39.2	38.7	39.0	39.0
Percent of population native to the state of residency		68.0	53.1	47.0	50.0
Percent of population foreign born		4.7	1.8	3.2	4.6
Percent of population second generation of foreign born		11.8	8.6	11.0	14.1
Density of population per square mile		57.5	8.6	21.7	51.2
Percent of population by ethnic groups:					
White		87.5	98.1	97.2	95.4
Negro		11.1	0.3	1.3	2.1
Oriental (Japanese, Chinese, Filipino)		0.6	0.4	0.6	1.2
American Indian		0.4	0.9	0.6	1.0
Spanish language background		4.9	2.5	1.7	2.0
Percent of population by area:					
rural		26.5	45.9	32.9	27.3
urban		73.5	54.1	67.1	72.7

TABLE B

<i>Major Occupational Groups by Percent</i>	<i>United States</i>		<i>Idaho</i>		<i>Oregon</i>		<i>Washington</i>	
	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>	<i>Male</i>	<i>Female</i>
Professional	13.5	14.8	11.6	15.1	12.9	15.3	15.7	16.3
Managers	10.6	3.5	11.9	4.6	12.1	4.5	11.5	4.0
Sales Workers	6.8	6.9	5.7	7.3	7.2	7.5	7.2	7.4
Clerical	7.2	32.9	4.2	28.2	5.5	33.0	6.1	34.7
Craftsmen	19.7	1.7	17.6	1.5	18.6	1.6	20.6	1.6
Operatives	12.7	12.8	9.7	9.5	11.5	7.3	10.0	6.5
Transportation	5.5	0.4	5.7	0.6	6.1	0.7	5.2	0.5
Laborers, less farm	6.1	0.9	7.1	1.6	8.6	1.1	7.3	1.0
Farmers and Farm Managers	2.7	0.2	9.6	0.5	2.7	0.5	2.2	0.3
Farm Laborers	1.6	0.5	6.3	1.6	2.6	1.1	2.3	0.8
Service	7.6	15.2	6.3	20.8	7.3	18.8	7.2	17.8
Private Household	0.1	3.6	0.1	3.4	0.1	3.1	0.1	3.5
Not reported	5.9	6.8	4.3	5.2	4.8	5.6	4.6	5.7

TABLE C
OCCUPATIONAL DISTRIBUTION OF PEOPLE

<i>Occupational Groups by percent</i>	<i>United States</i>	<i>Idaho</i>	<i>Oregon</i>	<i>Washington</i>
White Collar	48.2	43.1	48.3	50.7
Blue Collar	35.2	32.4	34.3	32.9
Farm Workers	3.1	11.4	4.0	3.4
Service	12.8	13.1	13.5	13.0

<i>Selected Industries by percent</i>	<i>United States</i>	<i>Idaho</i>	<i>Oregon</i>	<i>Washington</i>
Agriculture, forestry and fisheries	3.7	13.0	5.5	4.4
Manufacturing	25.9	14.7	21.4	21.6
Wholesale and retail	20.1	22.7	22.1	21.5
Public administration	5.5	5.1	4.9	5.6

TABLE D
INDUSTRY BY NUMBER AND PERCENT OF EMPLOYED PERSONS

<i>Industry</i>	<i>United States</i>	<i>By Number</i>			<i>United States</i>	<i>By Approximate Percentage</i>		
		<i>Idaho</i>	<i>Oregon</i>	<i>Washington</i>		<i>Idaho</i>	<i>Oregon</i>	<i>Washington</i>
Agriculture, forestry & fishing	2,840,488	33,406	42,465	54,769	3.7	13.0	5.4	4.4
Mining	630,788	3,869	1,379	2,193	0.8	1.5	0.2	0.1
Construction	4,572,235	16,628	45,324	75,515	6.0	6.5	5.8	6.1
Manufacturing	19,837,208	37,827	167,035	266,875	25.9	14.7	21.4	21.6
Furniture, wood products	978,393	9,344	64,677	43,189*	1.3	3.6	8.3	3.5
Primary metal industries	1,211,851	1,361	7,923	13,276*	1.6	0.5	1.0	1.0
Fabricated metal industries	1,463,480	1,117	8,111	16,149*	1.9	0.4	1.0	1.3
Machinery, less electrical	1,991,042	1,217	10,093	10,661*	2.6	0.4	1.3	0.8
Electrical machinery	1,904,925	422	10,986	6,502*	2.5	0.2	1.4	0.5
Motor vehicles & transportation equipment	2,138,880	2,007	8,353	81,705*	2.8	0.8	1.0	6.6
Other durable goods	2,052,446	2,125	12,660	19,244*	2.7	0.8	1.6	1.5
Food and kindred products	1,390,339	13,358	14,072	22,460*	1.8	5.2	1.8	1.8
Textiles	2,184,145	506	5,495	6,562*	2.9	0.2	0.7	0.5
Printing and publishing	1,191,624	2,306	8,478	12,957*	1.6	0.9	1.0	1.0
Chemical and allied products	987,728	1,943	2,944	6,864*	1.3	0.7	0.3	0.5
Other non durable	2,342,355	2,121	13,243	27,306*	3.0	0.8	1.7	2.2
Railroads and railway express	636,572	4,228	9,158	12,801	0.8	1.6	1.2	1.0
Trucking and warehousing	1,082,530	4,735	12,644	16,138	1.4	1.8	1.6	1.3
Other transportation	1,109,287	1,801	10,048	26,323	1.4	0.7	1.3	2.1
Communications	1,073,663	3,137	10,980	18,233	1.4	1.2	1.4	1.4
Utilities and sanitary services	1,284,049	4,578	12,831	20,142	1.7	1.8	1.6	1.6
Wholesale trade	3,133,382	11,650	40,550	59,857	4.0	4.5	5.2	4.8
Food, bakery and dairy stores	1,912,562	6,699	18,780	30,124	2.5	2.6	2.4	2.4

TABLE D (continued)

Industry	United States	By Number			By Approximate Percentage		
		Idaho	Oregon	Washington	United States	Idaho	Oregon Washington
Eating and drinking places	2,299,380	10,136	29,370	44,446	3.0	3.9	3.7 3.6
General merchandise retailing	2,086,639	5,445	19,444	32,823	2.7	2.1	2.5 2.7
Motor vehicles retailing and service stations	1,698,694	8,178	12,751	30,472	2.2	3.2	2.8 2.5
Other retail trade	4,242,223	16,354	41,980	67,184	5.5	6.3	5.4 5.4
Banking and credit agencies	1,293,433	4,251	14,191	23,371	1.7	1.6	1.8 1.9
Insurance, real estate and other finance	2,544,954	5,629	25,703	45,374	3.3	2.2	3.3 3.7
Business services	1,294,899	4,935	10,942	21,595	1.7	1.9	1.4 1.7
Repair services	1,099,988	4,120	12,191	16,800	1.4	1.6	1.5 1.4
Private households	1,126,016	3,053	9,356	15,472	1.5	1.2	1.2 1.2
Other personal services	2,410,560	9,127	24,611	37,022	3.1	3.5	3.1 3.0
Entertainment and recreation services	631,193	2,018	6,409	10,845	0.8	0.8	0.8 0.9
Hospitals	2,689,722	6,829	24,932	38,603	3.5	2.6	3.2 3.1
Health services, except hospital	1,556,465	5,264	21,109	33,727	2.0	2.0	2.7 2.7
Elementary and secondary schools	5,814,516	21,147	71,204	106,549	7.6	8.2	9.1 8.6
and colleges	4,323,024	17,086	57,075	88,196*	5.6	6.6	7.3 7.1
Government	1,491,492	4,061	14,129	18,353*	2.0	1.6	1.8 1.5
Private	333,284	1,332	4,294	6,416	0.4	0.5	0.5 0.5
Other education and kindred service	1,163,415	3,054	13,091	20,802	1.5	1.2	1.7 1.7
Welfare, religious and nonprofit organizations	1,953,802	4,975	19,078	29,731	2.5	1.9	2.4 2.4
Legal, engineering and professional	4,201,652	13,046	37,895	68,861	5.5	5.1	4.9 5.6
Public administration	76,553,599	257,451	778,745	1,233,063	99.5	99.7	99.5 99.4
Total employed persons							

*Not included as separate item in totals.

READINGS IN NORTHWEST HISTORY AND FICTION

This list of readings of the Pacific Northwest varies greatly in difficulty. The list is by no means exhaustive, ranging from scholarly works of history to poetry and fiction, to illustrated photographic works. According to his interests each student has a wide range of choices

- Andrist, Ralph K., *To the Pacific with Lewis and Clark*. A well illustrated easy reading book. American Heritage
- Atkesen, Ray and Satterfield, Archie, *Oregon Coast*. A beautiful photographic book of the Oregon coast. Belding
- Berry, Don, *To Build a Ship*. An exciting story of building a ship in the Tillamook Bay area. Viking
- Berry, Don, *Trask*. A story of settlement around Tillamook. Ballantine
- Binns, Archie, *Laurels are Cut Down*. Stories of the Indian wars in Washington. Binfords and Mort
- Binns, Archie, *Light Ship*. A story about a light ship and the men who serve aboard it. Binfords and Mort
- Clark, Ella E., *Indian Legends of the Pacific Northwest*. Indian legends of Washington and Oregon. University of California Press
- Davies, H. L., *Honey in the Horn*. A prize winning novel about Oregon. Avon
- Davies, H. L., *Kettle of Fire*. Poems about the Pacific Northwest.
- Davies, H. L., *Steamboat Round the Bend*. An adventure story.
- Davies, H. L., *Team Bells Woke Me*. An adventure story set in Eastern Oregon.
- Drucker, Philip, *Cultures of the North Pacific Coast*. An illustrated anthropological study of Coast Indian cultures. Chandler
- Ekman, Leonard C., *Scenic Geology of the Pacific Northwest*. A nontechnical description of the geology of the region. Binfords and Mort
- Highsmith, Richard M. Jr., *Atlas of the Pacific Northwest Resources*. An atlas with narrative that covers the historical development and current resources of the region. Oregon State University Press
- Holbrook, Stewart, *The Columbia*. The story of the river. Rinehart
- Johansen, Dorothy O. and Gates, Charles M., *Empire of the Columbia, A History of the Pacific Northwest*. A comprehensive and scholarly history of the region. Harper
- Jones, Nard, *Seattle*. The story of a city. Doubleday
- Jones, Nard, *Oregon Detour*. A story of the Oregon Trail.
- Jones Nard, *Swift Flows the River*. An exciting story of steamboating on the Columbia River. Binfords and Mort
- Jones, Nard, *Wheat Women*. A story of the wheat country east of the mountains.

- Lavender, David, *Land of the Giants, The Drive to the Pacific Northwest 1750-1959*. A history of the frontier movement in the Pacific Northwest. Doubleday
- Meinig, D. W., *The Great Columbia Basin, A Historical Geography, 1805-1910*. A study of the historical geography of the region. University of Washington Press
- Merk, Fred, *The Oregon Question, Essays in Anglo-American Diplomacy*. A study of the claims to the Oregon Country. Harvard University Press
- Oliver, Herman, *Gold and Cattle Country*. The story of Grant County, Oregon. Binfords and Mort
- Olsen, Jean and Gene, *Oregon Times and Trails*. Material and narrative about the growth of Oregon. Windyridge Press
- Olsen, Jean and Gene, *Washington Times and Trails*. Combined source materials and narrative about the growth of Washington. Windyridge Press
- Speck, Gorden, *Northwest Explorations*. A popular study of the early explorers of the Northwest. Binfords and Mort
- Stevens, James, *Paul Bunyan*. Tall tales from the lumber country. Knopf
- Stevens, *Big Jim Turner*. Tall tales of logging in the Northwest.
- Stevens, James, *Brawny Man*. Another group of timber country tall tales.
- Stevens, James, *Mattock*. Timber country story.
- Weis, Norman D., *Ghost Towns of the Northwest*. Photographs and maps showing many of the ghost towns of the region. Caxton
-

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Boise Cascade Communications
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Idaho Department of Commerce and Development
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PORTLAND, OREGON



Rendezvous

IN THE
PACIFIC NORTHWEST

by Ronald O. Smith and Lynda Falkenstein

GREAT WESTERN PUBLISHING COMPANY

PORTLAND, OREGON



Captain Robert Gray Near the Mouth of the Columbia River

Perhaps it was John Boit who again recorded in the Journal, this description of the Columbia and the people living along its banks.

"When we were over the bar we found this to be a great river of fresh water up which we steered. Many canoes came alongside. At 1 p.m. came to with the small bower in 10 fathoms, black and white sand. The entrance between the bars . . . west southwest . . . Vast number of natives came along side; people employed in pumping the salt water out of our water casks to fill the fresh, while the ship floated in . . .

The river extended to the NE as far as the eye could reach, and water fit to drink as far as the Bars, at the entrance. We directed our course up this noble river in search of a village. The beach was lined with natives, who ran along the shore following the ship. Soon after, about 20 canoes came off, and brought a good lot of furs and salmon, which last they sold two for a broad nail. The furs we likewise bought cheap for Copper and Cloth . . . We lay in this place till the 20th of May, during which time we put the ship in good order and fill'd up all the water casks alongside . . . These natives talk'd the same language as those further south, but we could not learn it . . . They . . . came well stocked with land furs and capital salmon . . . The indians inform'd us there was 50 villages on the banks of this river."



Lewis and Clark at Celilo Falls

HEAT, THUNDERSTORMS AND INSECTS

The early months of their journey were marked by heat and violent thunderstorms. In addition, insects were a continuous nuisance. However, such inconveniences did not blur the beauties and richness of the lands before them:

"The Countrey about this place is butifull on the river rich and well timbered on the S.S. about two miles back a Prairie . . . abounds in Deer Elk & Bear The Ticks & Musqueters are verry troublesome."

ON THE WAY TO OMAHA

During the next two months before they reached present-day Omaha, Nebraska, the explorers met various French traders and numerous Indian groups, including Otos, Kickapoos, Poncas, Yanktons, Arikaras, and the Teton Sioux. The Teton Sioux had developed a reputation for unfriendliness, but the strong Lewis and Clark expedition passed through the Sioux country in peace; nor did they have trouble with the tribes further west. Thus, American sovereignty over the lower Missouri Basin became a reality, although settling on the land came much later.



McLoughlin Greeting Missionary Ladies Narcissa Whitman
and Eliza Spaulding

The missionaries knew that if their work was to last, settlements in the Oregon Country would have to be permanent. By seeking out communities of Indians who might "need them," the missionaries also sought out the most fertile soils on which to locate themselves. All their settlements were planned to be self-sufficient so that these mission communities did not have to depend in any way upon the Hudson's Bay Company.

Following shortly after the Protestant missionaries, Catholic priests moved into the Pacific Northwest. Jesuit missions under Father DeSmet started work among the Indians of the interior.

CHRISTIANITY AND THE INDIANS

Despite all efforts, Christianity did not seem to take a strong hold among the Indian peoples. The American missionaries didn't seem to

understand that the Indians had a totally different understanding of and explanation for life. Imposing white culture on the Indian culture just did not work. Along with cultural clash the diseases white men brought with them caused the native population to dwindle rapidly. Fear and suspicion of the white man became stronger, and the Whitman Massacre was one result of this fear.

MANIFEST DESTINY

Westward migration was for some the extension of God and Church to the heathen, but others went west for different reasons. Through the 1830's and 1840's. "Manifest Destiny" was preached in and out of the halls of Congress. Statements like, "... the idea that the great country West of the Rocky Mountains is to remain under foreign influence ... is altogether inadmissible" were heard often. The frontier became a part of American psychology as well as its geography.



Settlers on the Way to the Willamette Valley

SETTLERS FROM NORTH AND SOUTH

The Oregon Country's population during the 1840's was basically in two distinct groups. About 46% of the adult population was born below the Mason-Dixon Line and 53% of the adult population was born north of the Line. However, 80 per cent of the child population was born in the younger states of the American Middle West. How did

their experiences in the Midwest of the thirties affect those who later decided to go on to Oregon? Very likely it became increasingly clear that in a rapidly growing country, it was extremely advantageous to own a millsite, possibly a townsite, or even the land where railroads might go. Though land was getting scarce, it was still possible to own some of these things in the Oregon Country, and on a New Frontier.